

# AUTOMATIC TRANSAXLE SYSTEM

## PRECAUTION

### NOTICE:

- Perform the RESET MEMORY procedures (A/T initialization) when replacing the automatic transaxle assembly, engine assembly or ECM (see page [AX-20](#)).
- Perform the REGISTRATION (VIN registration) when replacing the ECM (see page [ES-14](#)).

### HINT:

RESET MEMORY cannot be completed by only reconnecting the cable to the negative (-) battery terminal.

### CAUTION:

When using compressed air, always aim away from yourself to prevent Automatic Transmission Fluid (ATF) or kerosene from spraying on your face.

### NOTICE:

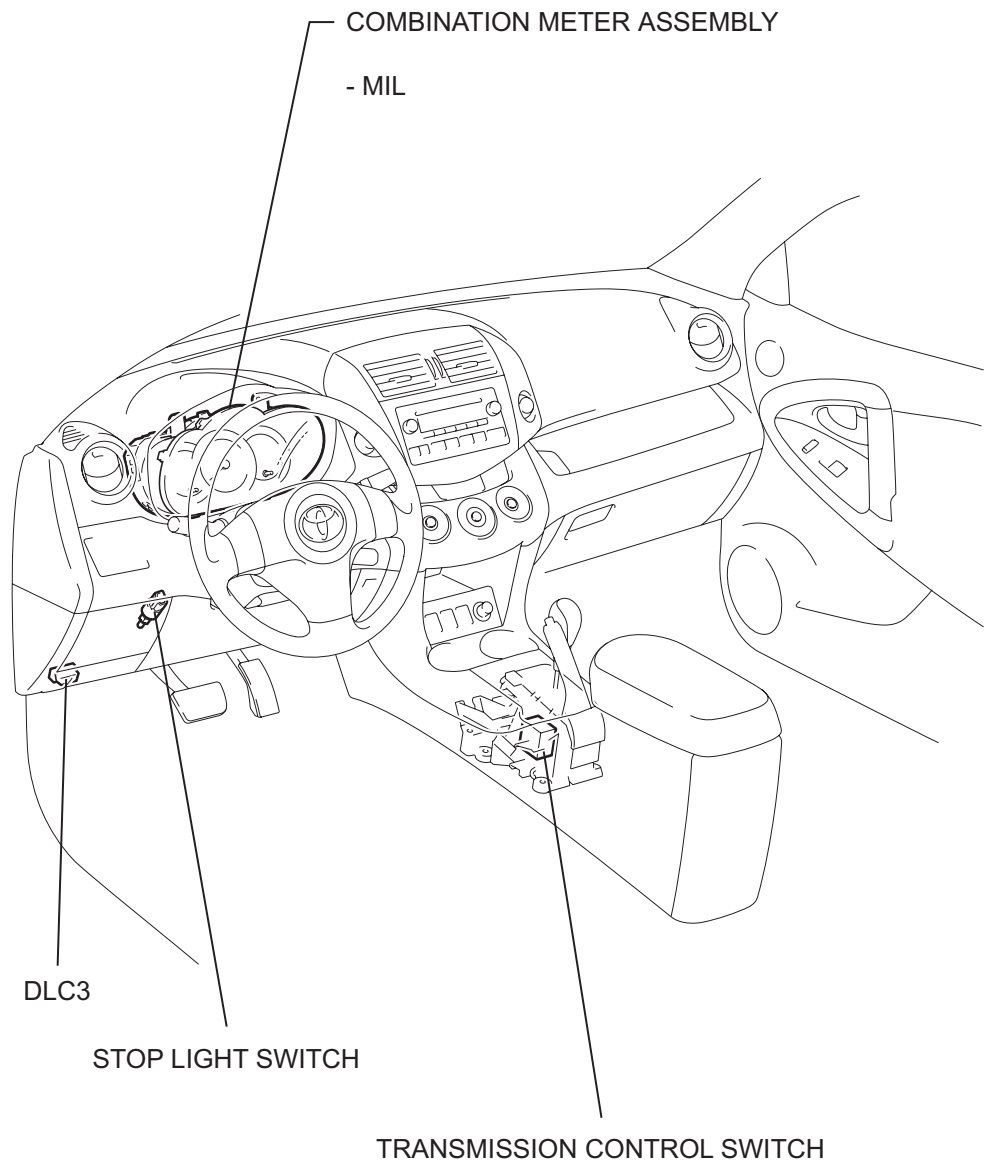
- The automatic transaxle is composed of precision-made parts, necessitating careful inspection before reassembly because even a small nick could cause fluid leakage or affect performance.
- The procedures are organized so that you work on only one component group at a time. This will help avoid confusion with similar-looking parts of different sub-assemblies being on your workbench at the same time.
- The component groups are inspected and repaired from the converter housing side.
- Whenever possible, complete the inspection, repair and reassembly before proceeding to the next component group. If a defect is found in a certain component group during reassembly, inspect and repair this group immediately. If a component group cannot be assembled because parts are being ordered, be sure to keep all parts of the group in a separate container while proceeding with disassembly, inspection, repair and reassembly of other component groups.
- Use of Toyota Genuine ATF WS is recommended.
- All disassembled parts should be washed clean, and compressed air should be blown through any fluid passages and holes.
- Dry all parts with compressed air. Never use cloth.
- The recommended ATF or kerosene should be used for cleaning.
- After cleaning, the parts should be arranged in the order they were removed for efficient inspection, repairs, and reassembly.
- When disassembling a valve body, be sure to match each valve with its corresponding spring.

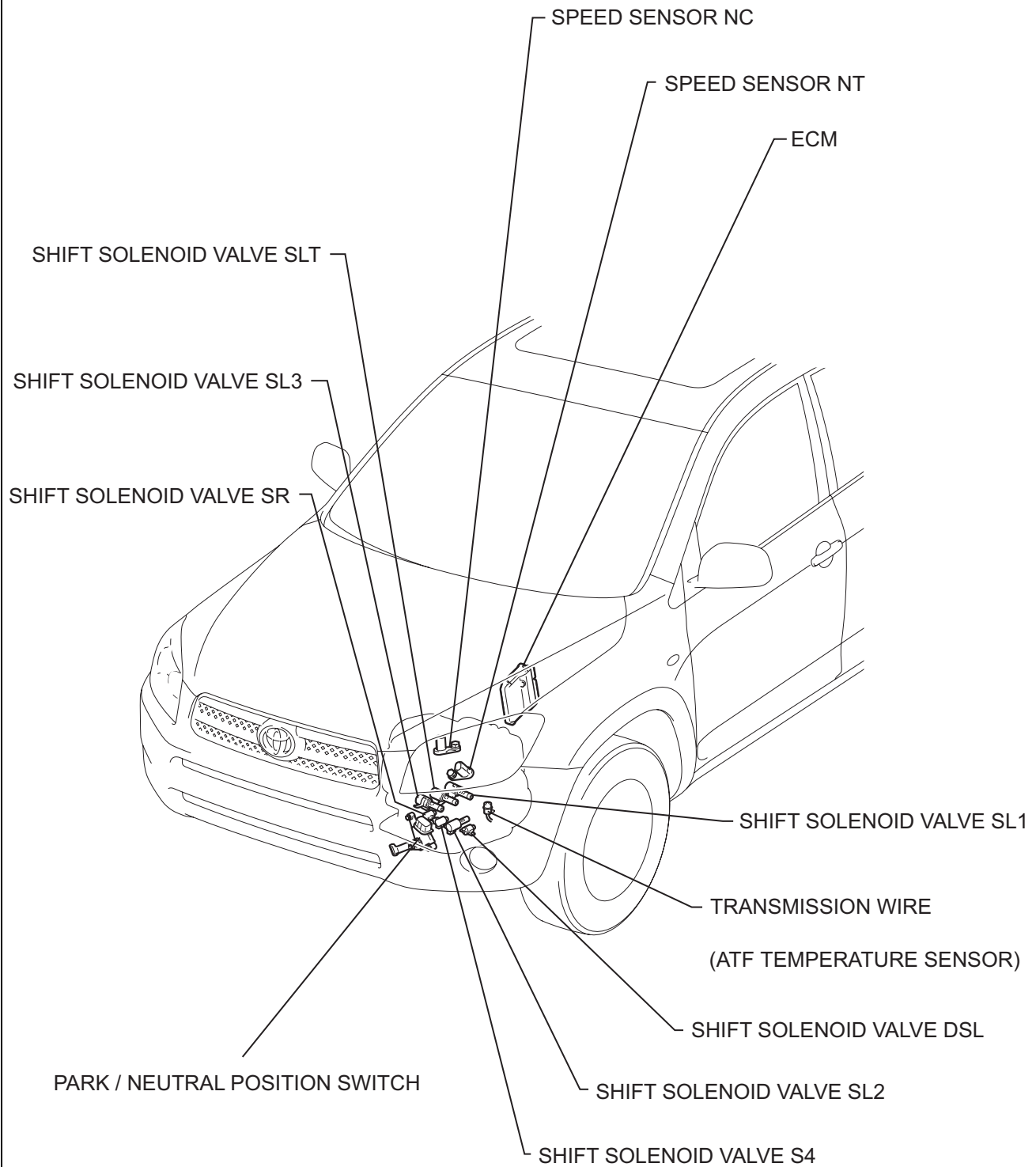
- New discs for the brakes and clutches that will be used for replacement must be soaked in ATF for at least 15 minutes before reassembly.
- All oil seal rings, clutch discs, clutch plates, rotating parts, and sliding surfaces should be coated with ATF prior to reassembly.
- All old gaskets and rubber O-rings must be replaced.
- Do not apply adhesive cement to gaskets and similar parts.
- Make sure that the ends of the snap rings are not aligned with any cutouts. Also make sure that snap rings are correctly installed into the grooves.
- If a worn bushing is to be replaced, the sub-assembly containing the bushing must also be replaced.
- Check the thrust bearings and races for wear or damage. Replace them if necessary.
- Use petroleum jelly to keep parts in place.
- When working with FIPG material, perform the following:
  - Using a razor blade and gasket scraper, remove all old FIPG material from the gasket surface.
  - Clean all components thoroughly to remove all foreign matter.
  - Clean both sealing surfaces with a non-residue solvent.
  - Apply FIPG material in a continuous line approximately 1 mm (0.04 in.) in diameter on the sealing surface.
  - Reassemble parts within 10 minutes of applying FIPG material. Failing to do so will require the FIPG material to be removed and reapplied.

## DEFINITION OF TERMS

Term	Definition
Monitor description	Description of what the ECM monitors and how it detects malfunctions (monitoring purpose and its details).
Related DTCs	Diagnostic code.
Typical enabling condition	Preconditions that allow the ECM to detect malfunctions. With all preconditions satisfied, the ECM sets the DTC when the monitored value(s) exceeds the malfunction threshold(s).
Sequence of operation	The priority order that is applied to monitoring, if multiple sensors and components are used to detect the malfunction. While another sensor is being monitored, the next sensor or component will not be monitored.
Required sensor/Components	The sensors and components that are used by the ECM to detect malfunctions.
Frequency of operation	The number of times that the ECM checks for malfunctions per driving cycle. "Once per driving cycle" means that the ECM detects malfunction only 1 time during a single driving cycle. "Continuous" means that the ECM detects a malfunction every time the enabling condition is met.
Duration	The minimum time that the ECM must sense a continuous deviation in the monitored value(s) before setting a DTC. This timing begins after the "typical enabling conditions" are met.
Malfunction thresholds	Beyond this value, the ECM will conclude that there is a malfunction and set a DTC.
MIL operation	MIL illumination timing after a defect is detected. "Immediate" means that the ECM illuminates the MIL the instant the ECM determines that there is a malfunction. "2 driving cycle" means that the ECM illuminates the MIL if the same malfunction is detected again in the 2nd driving cycle.
Component operating range	Normal operation range of sensors and solenoids under normal driving conditions. Use these ranges as a reference. They cannot be used to judge if a sensor or solenoid is defective or not.

PARTS LOCATION

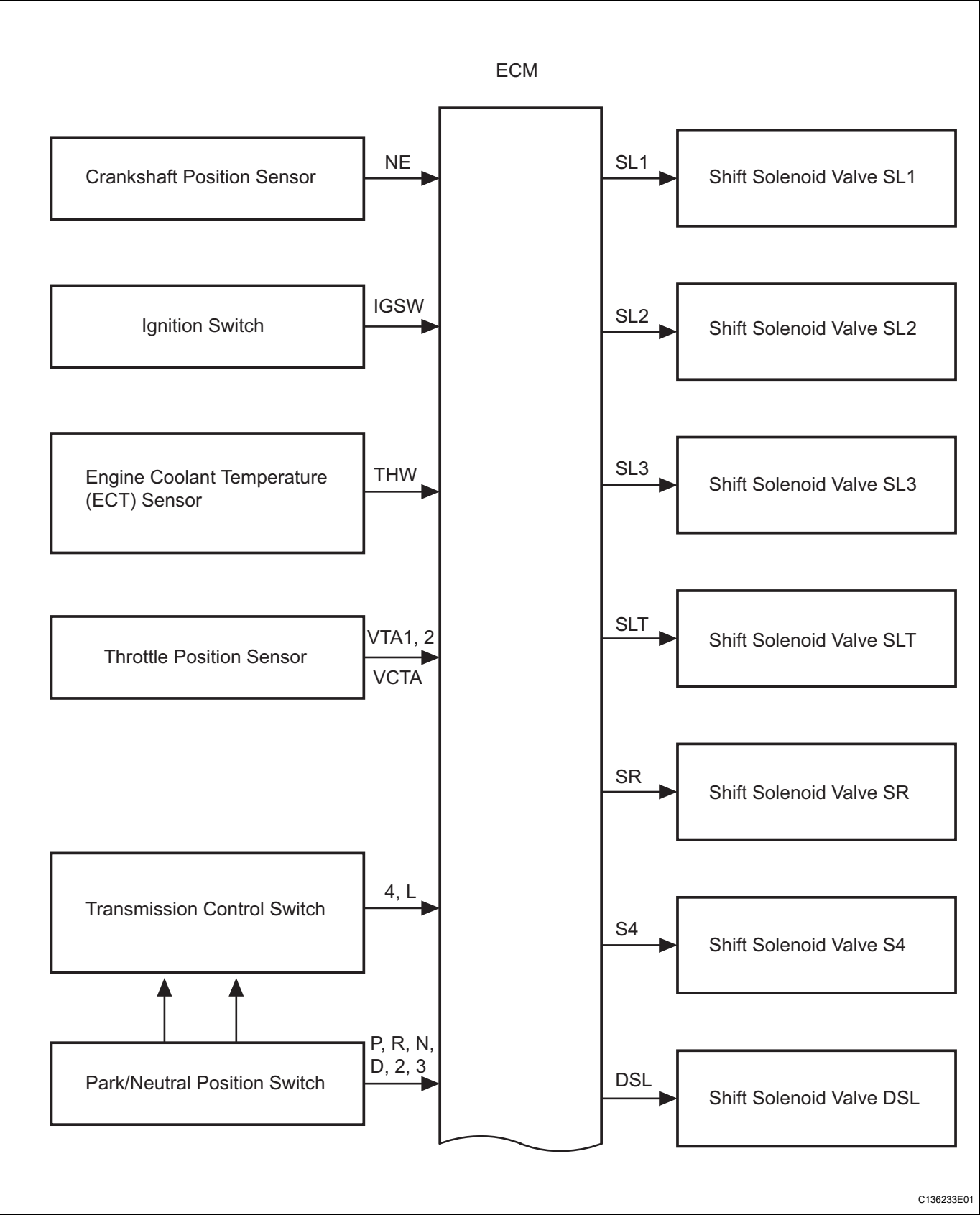


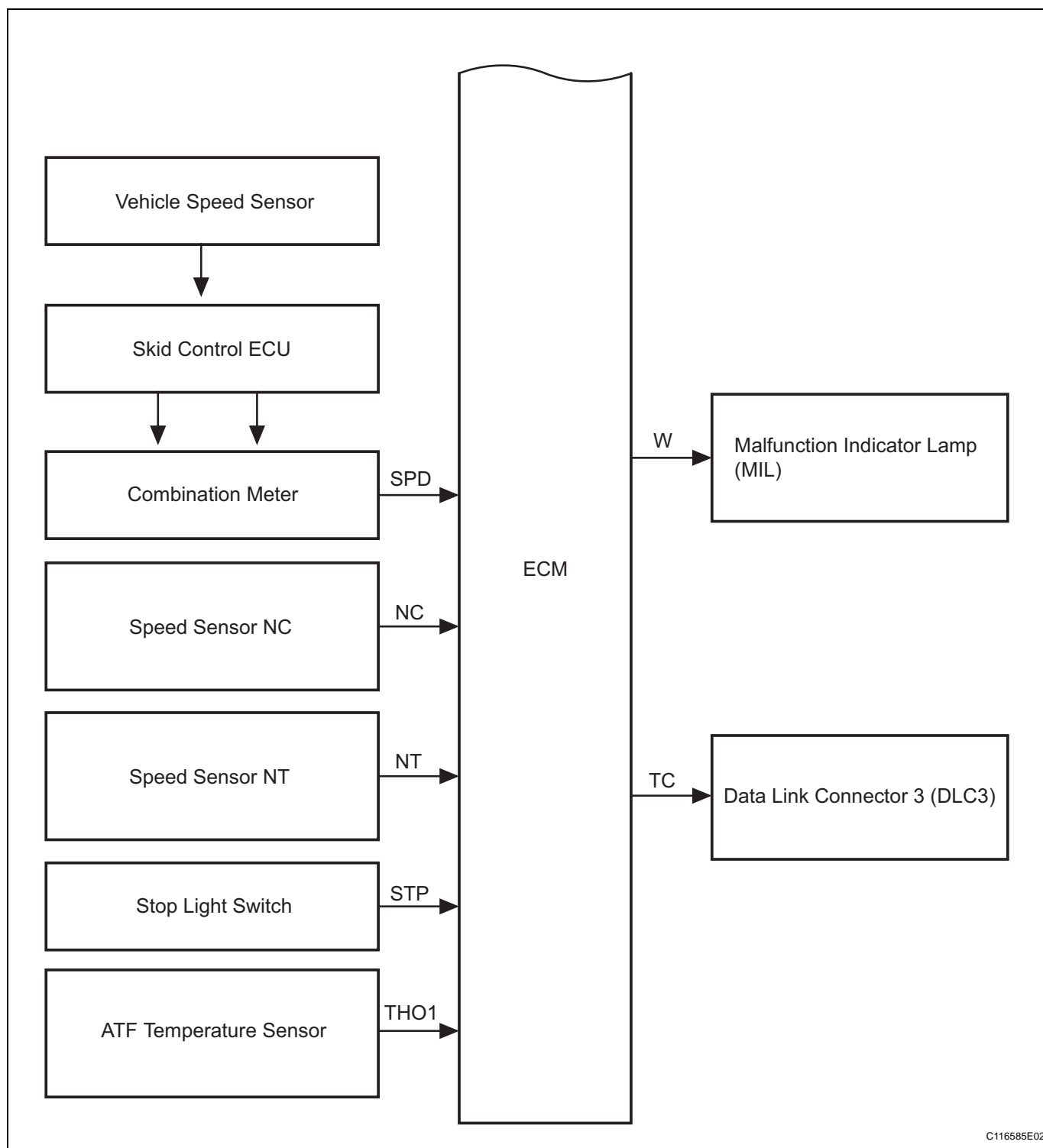


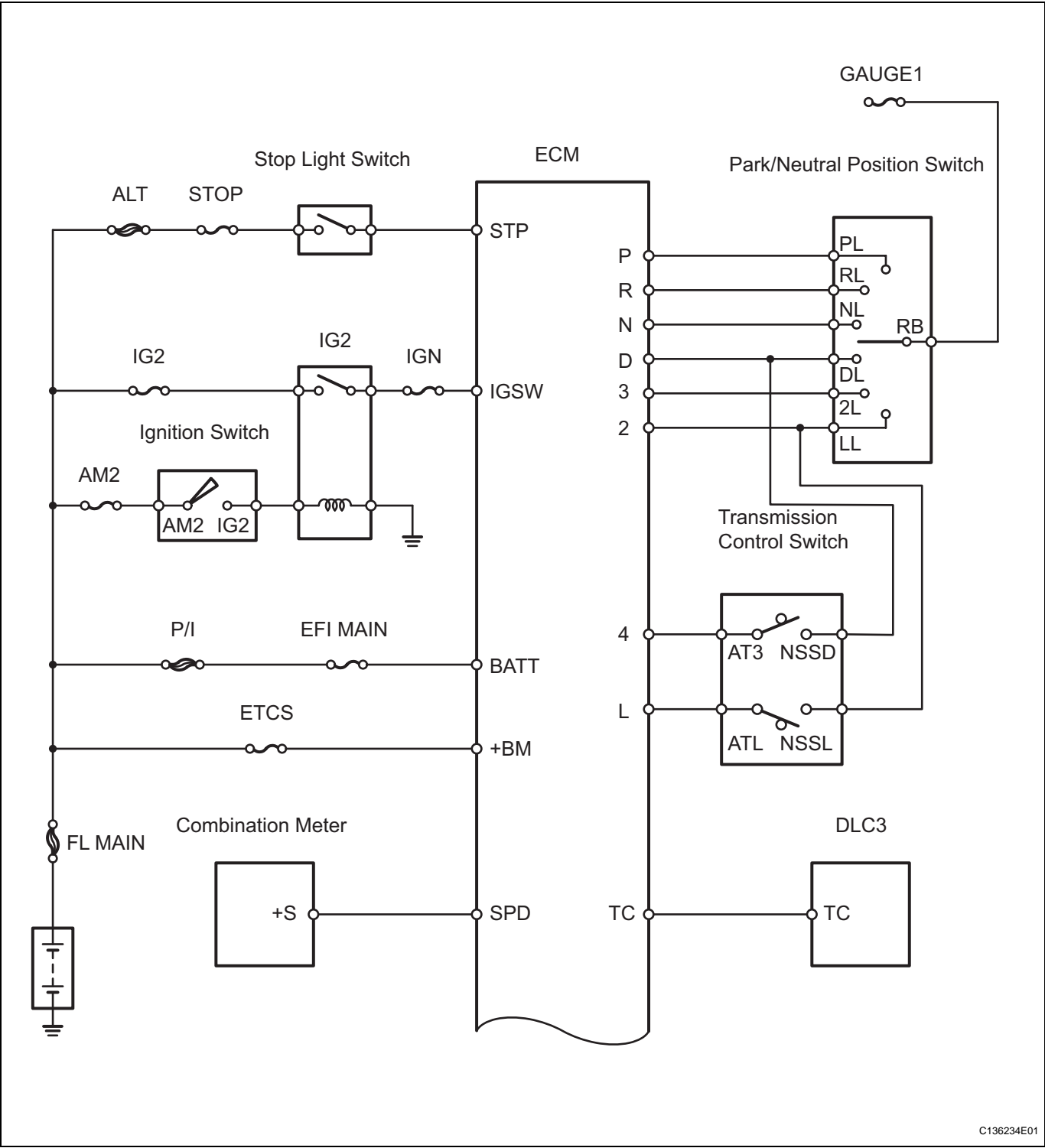
C136232E01

SYSTEM DIAGRAM

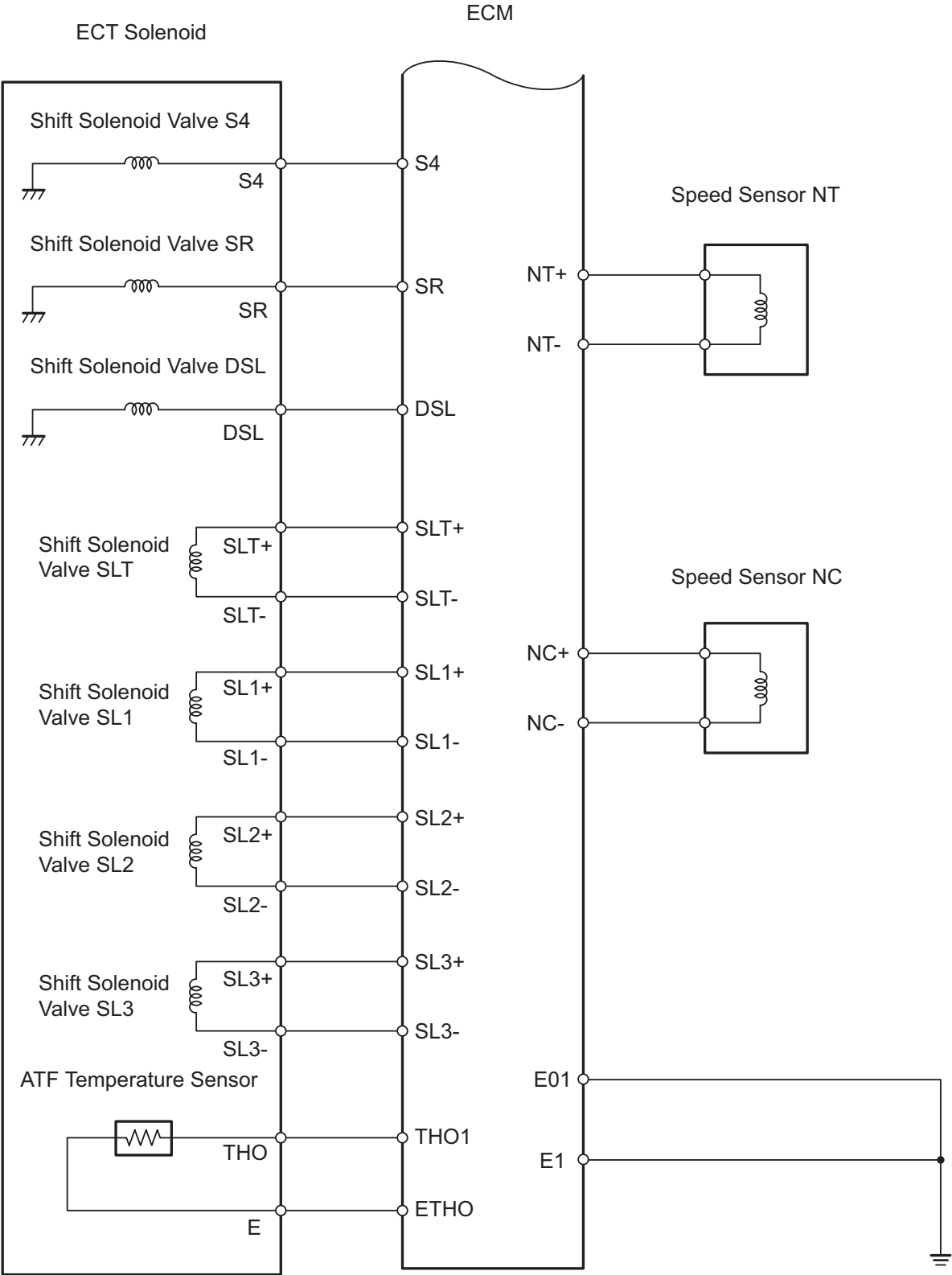
The configuration of the electronic control system in the U151E automatic transaxle is as shown in the following chart.







C136234E01



C136235E01

## SYSTEM DESCRIPTION

### 1. SYSTEM DESCRIPTION

- (a) The Electronic Controlled Automatic Transaxle (ECT) is an automatic transaxle that electronically controls shift timing using the Engine Control Module (ECM). The ECM detects electrical signals that indicate engine and driving conditions, and controls the shift point based on driver habits and road conditions. As a result, fuel efficiency and power transaxle performance are improved. Shift shock is reduced by controlling the engine and transaxle simultaneously.
- In addition, the ECT has the following features:
- Diagnostic function.
  - Fail-safe function when a malfunction occurs.

## HOW TO PROCEED WITH TROUBLESHOOTING

### HINT:

- The ECM of this system is connected to the CAN and multiplex communication system. Therefore, before starting troubleshooting, make sure to check that there is no trouble in the CAN and multiplex communication systems.
- \*: Use the intelligent tester.

#### 1 VEHICLE BROUGHT TO WORKSHOP

NEXT

#### 2 CUSTOMER PROBLEM ANALYSIS

NEXT

#### 3 INSPECT BATTERY VOLTAGE

##### Standard voltage:

**11 to 14 V**

If the voltage is below 11 V, recharge or replace the battery before proceeding.

NEXT

#### 4 CONNECT INTELLIGENT TESTER TO DLC3\*

NEXT

#### 5 CHECK AND CLEAR DTCS AND FREEZE FRAME DATA\*

(a) Refer to the DTC CHECK / CLEAR (see page [AX-33](#)).

NEXT

#### 6 VISUAL INSPECTION

NEXT

#### 7 SETTING CHECK MODE DIAGNOSIS\*

(a) Refer to the CHECK MODE PROCEDURE (see page [AX-34](#)).

NEXT

**8 PROBLEM SYMPTOM CONFIRMATION**(a) Refer to the ROAD TEST (see page [AX-13](#)).**Result**

Result	Proceed to
Symptom does not occur	A
Symptom occurs	B

**B****GO TO STEP 10****A****9 SYMPTOM SIMULATION**(a) Refer to the ELECTRONIC CIRCUIT INSPECTION PROCEDURE (see page [IN-37](#)).

NEXT

**10 DTC CHECK\***(a) Refer to the DTC CHECK / CLEAR (see page [AX-33](#)).**Result**

Result	Proceed to
DTC is not output	A
DTC is output	B

**B****GO TO STEP 18****A****11 BASIC INSPECTION**

- (a) Refer to the AUTOMATIC TRANSMISSION FLUID (see page [AX-126](#)).
- (b) Refer to the PARK/NEUTRAL POSITION SWITCH (see page [AX-132](#)).
- (c) Refer to the FLOOR SHIFT ASSEMBLY (see page [AX-162](#)).

**NG****GO TO STEP 21**

OK

**12 MECHANICAL SYSTEM TESTS**(a) Refer to the MECHANICAL SYSTEM TESTS (see page [AX-16](#)).

NG

GO TO STEP 17

OK

13

HYDRAULIC TEST

(a) Refer to the HYDRAULIC TEST (see page [AX-18](#)).

NG

GO TO STEP 17

OK

14

MANUAL SHIFTING TEST

(a) Refer to the MANUAL SHIFTING TEST (see page [AX-19](#)).

NG

GO TO STEP 16

OK

15

PROBLEM SYMPTOMS TABLE CHAPTER 1

(a) Refer to the PROBLEM SYMPTOMS TABLE (see page [AX-23](#)).

NG

GO TO STEP 19

OK

16

PROBLEM SYMPTOMS TABLE CHAPTER 2

(a) Refer to the PROBLEM SYMPTOMS TABLE (see page [AX-23](#)).

NEXT

17

PART INSPECTION

NG

GO TO STEP 21

OK

18

DTC CHART

(a) Refer to the DIAGNOSTIC TROUBLE CODE CHART (see page [AX-40](#)).

NEXT

19	CIRCUIT INSPECTION
----	--------------------

NEXT

20	IDENTIFICATION OF PROBLEM
----	---------------------------

NEXT

21	REPAIR OR REPLACE
----	-------------------

NEXT

22	CONFIRMATION TEST
----	-------------------

NEXT

END
-----

## ROAD TEST

### 1. PROBLEM SYMPTOM CONFIRMATION

- (a) Based on the result of the customer problem analysis, try to reproduce the symptoms. If the problem is that the transaxle does not shift up, shift down, or the shift point is too high or too low, conduct the following road test referring to the automatic shift schedule and simulate the problem symptoms.

### 2. ROAD TEST

#### NOTICE:

**Perform the test at the normal operating ATF temperature of 50 to 80°C (122 to 176°F).**

- (a) D position test:

Move the shift lever to D and fully depress the accelerator pedal. Check the following:

- (1) Check up-shift operation.

Check that the 1 → 2, 2 → 3, 3 → 4 and 4 → 5th up-shifts take place at the shift point shown in the automatic shift schedule (see page [SS-43](#)).

#### HINT:

##### 5th Gear Up-shift Prohibition Control

- Engine coolant temperature is 55°C (131°F) or less and vehicle speed is at 80 km/h (50 mph) or less.
- ATF temperature is -2°C (28°F) or less.

##### 4th Gear Up-shift Prohibition Control

- Engine coolant temperature is 47°C (117°F) or less and vehicle speed is at 55 km/h (34 mph) or less.

##### 5th and 4th Gear Lock-up Prohibition Control

- Brake pedal is depressed.
- Accelerator pedal is released.
- Engine coolant temperature is 60°C (140°F) or less.

- (2) Check for shift shock and slip.

Check for shock and slip at the 1 → 2, 2 → 3, 3 → 4 and 4 → 5th up-shifts.

- (3) Check for abnormal noise and vibration.

Check for abnormal noise and vibration when up-shifting from 1 → 2, 2 → 3, 3 → 4 and 4 → 5th while driving with the shift lever on D, and check while driving in the lock-up condition.

#### HINT:

The check for the cause of abnormal noise and vibration must be done thoroughly as it could also be due to loss of balance in the differential, torque converter clutch, etc.

## (4) Check kick-down operation.

While driving the vehicle in the 2nd, 3rd, 4th and 5th gears with the shift lever on D, check that the possible kick-down vehicle speed limits for 2 → 1, 3 → 2, 4 → 3 and 5 → 4 kick-downs conform to those indicated in the automatic shift schedule (see page [SS-43](#)).

## (5) Check for abnormal shock and slip at kick-down.

## (6) Check the lock-up mechanism.

- Drive the vehicle in the 5th gear with the shift lever on D. Maintain a steady speed (lock-up ON).
- Lightly depress the accelerator pedal and check that the engine speed does not change abruptly.

## HINT:

- There is no lock-up in the 1st, 2nd and 3rd gear.
- 4th lock-up operates while uphill-downhill control is active with the shift lever on D.
- If there is a sudden increase in engine speed, there is no lock-up.

## (b) 4 (O/D OFF) position test:

Move the shift lever to 4 and fully depress the accelerator pedal. Check the following:

## (1) Check up-shift operation.

Check that the 1 → 2, 2 → 3 and 3 → 4 up-shifts take place and that the shifts point conforms to the automatic shift schedule (see page [SS-43](#)).

## HINT:

There is no 5th up-shift in the 4 position.

## (2) Check engine braking.

While driving the vehicle in the 4th gear with the shift lever on 4, release the accelerator pedal and check the engine braking effect.

## (3) Check for abnormal noise during acceleration and deceleration, and for shock at up-shift and down-shift.

## (c) 3 position test:

Move the shift lever to 3 and fully depress the accelerator pedal. Check the following:

## (1) Check up-shift operation.

Check that the 1 → 2 and 2 → 3 up-shifts take place and that the shifts point conforms to the automatic shift schedule (see page [SS-43](#)).

## HINT:

There is no 3rd up-shift and lock-up in the 3 position.

## (2) Check engine braking.

While driving the vehicle in the 3rd gear with the shift lever on 3, release the accelerator pedal and check the engine braking effect.

- (3) Check for abnormal noise during acceleration and deceleration, and for shock at up-shift and down-shift.
- (d) 2 position test:  
Move the shift lever to 2 and fully depress the accelerator pedal. Check the following:
  - (1) Check up-shift operation.  
Check that the 1 → 2 up-shifts take place and that the shift point conforms to the automatic shift schedule (see page [SS-43](#)).  
HINT:  
There is no 3rd up-shift and lock-up when the shift lever is on 2.
  - (2) Check engine braking.  
While driving the vehicle in the 2nd gear with the shift lever on 2, release the accelerator pedal and check the engine braking effect.
  - (3) Check for abnormal noise during acceleration and deceleration, and for shock at up-shift and down-shift.
- (e) L position test:  
Move the shift lever to L and fully depress the accelerator pedal. Check the following:
  - (1) Check no up-shift.  
While driving the vehicle with the shift lever on L, check that there is no up-shift to 2nd gear.  
HINT:  
There is no lock-up in L.
  - (2) Check engine braking.  
While driving the vehicle with the shift lever on L, release the accelerator pedal and check the engine braking effect.
  - (3) Check for abnormal noises during acceleration and deceleration.
- (f) R position test:  
Move the shift lever to R and lightly depress the accelerator pedal. Check that the vehicle moves backward without any abnormal noise or vibration.  
**CAUTION:**  
**Before conducting this test, ensure that no people or obstacles are in the test area.**
- (g) P position test:  
Stop the vehicle on an incline (more than 5°). Then move the shift lever to P and release the parking brake. Check that the parking lock pawl holds the vehicle in place.
- (h) Uphill/downhill control function test:
  - (1) Check that the gear does not up-shift to the 4th or 5th gear while the vehicle is driving uphill.
  - (2) Check that the gear automatically down-shifts from 5 → 4 or from 4 → 3 when the brake is applied while the vehicle is driving downhill.

## MECHANICAL SYSTEM TESTS

### 1. STALL SPEED TEST

HINT:

This test is to check the overall performance of the engine and transaxle.

**NOTICE:**

- **Do not perform the stall speed test longer than 10 seconds.**
  - **To ensure safety, perform this test in an open and level area that provides good traction.**
  - **The stall speed test should always be performed with at least 2 people. One person should observe the condition of the wheels and wheel chocks while the other is performing the test.**
- (a) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
  - (b) Run the vehicle until the transmission fluid temperature has reached 50 to 80°C (122 to 176°F).
  - (c) Allow the engine to idle with the air conditioning OFF.
  - (d) Chock all 4 wheels.
  - (e) Set the parking brake and keep the brake pedal depressed firmly with your left foot.
  - (f) Move the shift lever to the D position.
  - (g) Depress the accelerator pedal as much as possible with your right foot.
  - (h) Read the engine rpm (stall speed) and release the accelerator pedal immediately.

**Standard value:**

**2,030 to 2,330 rpm**

#### Evaluation:

Test Result	Possible Cause
Stall speed is lower than standard value	<ul style="list-style-type: none"> <li>• Engine power output may be insufficient</li> <li>• Stator one-way clutch not operating properly</li> </ul> <p>HINT: If the value is less than the specified value by 600 rpm or more, the torque converter could be faulty.</p>
Stall speed is higher than standard value	<ul style="list-style-type: none"> <li>• Line pressure is too low</li> <li>• Forward clutch slipping</li> <li>• U/D (underdrive) brake slipping</li> <li>• U/D (underdrive) one-way clutch is not operating properly</li> <li>• No. 1 one-way clutch not operating properly</li> <li>• Improper fluid level</li> </ul>

**NOTICE:**

**Perform the test at the normal operating ATF temperature of 50 to 80°C (122 to 176°F).**

### 2. SHIFT TIME LAG TEST

HINT:

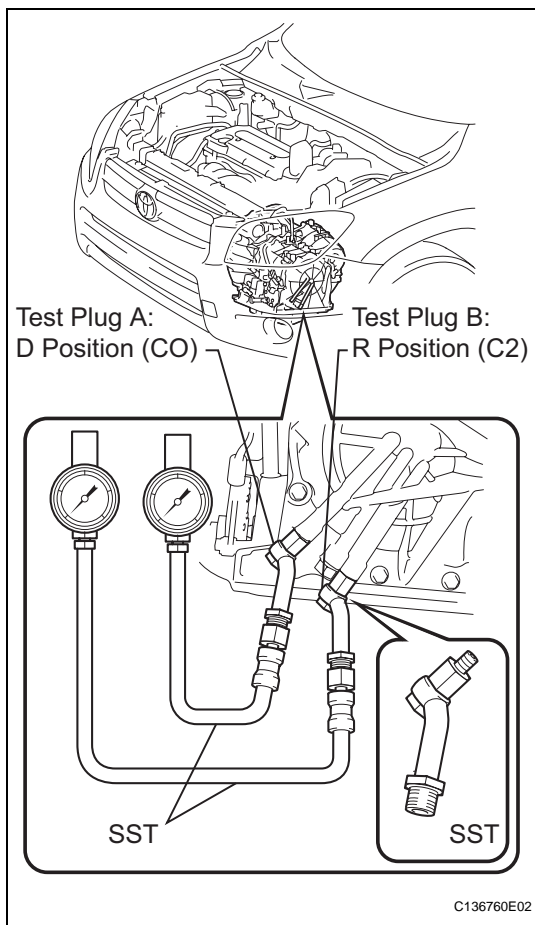
This test is to check the condition of the direct clutch, forward clutch, 1st brake and reverse brake.

- (a) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (b) Run the vehicle until the transmission fluid temperature has reached 50 to 80°C (122 to 176°F).

- (c) Allow the engine to idle with the air conditioning OFF.
- (d) Set the parking brake and keep the brake pedal depressed firmly.
- (e) Check the D range time lag.
  - (1) Move the shift lever to N and wait for 1 minute.
  - (2) Move the shift lever to D and measure the time until the shock is felt.
  - (3) Repeat the 2 procedures above 3 times, and calculate the average time of the 3 tests.
- (f) Check the R range time lag.
  - (1) Move the shift lever to N and wait for 1 minute.
  - (2) Move the shift lever to R and measure the time until the shock is felt.
  - (3) Repeat the 2 procedures above 3 times, and calculate the average time of the 3 tests.

**Standard value:****D range time lag is less than 1.2 seconds****R range time lag is less than 1.5 seconds****Evaluation:**

Test Result	Possible Cause
D range time lag exceeds standard value	<ul style="list-style-type: none"> <li>• Line pressure is too low</li> <li>• Forward clutch worn</li> <li>• No. 1 one-way clutch is not operating properly</li> <li>• U/D (underdrive) one-way clutch is not operating</li> <li>• U/D (underdrive) brake worn</li> </ul>
R range time lag exceeds standard value	<ul style="list-style-type: none"> <li>• Line pressure is too low</li> <li>• Reverse clutch worn</li> <li>• 1st and reverse brake worn</li> <li>• U/D (underdrive) brake worn</li> </ul>



## HYDRAULIC TEST

### 1. PERFORM HYDRAULIC TEST

- (a) Measure the line pressure.

#### NOTICE:

- Perform the test at the normal operating ATF temperature: 50 to 80°C (122 to 176°F).
- The line pressure test should always be performed with at least 2 people. One person should observe the condition of the wheels or wheel chocks while the other is performing the test.
- Be careful to prevent SST's hose from interfering with the exhaust pipe.
- This test must be performed after checking and adjusting the engine.
- Perform the test with the A/C OFF.
- When conducting the stall test, do not continue for more than 10 seconds.

- (1) Warm up the ATF (Automatic Transmission Fluid).
- (2) Lift the vehicle up.
- (3) Remove the engine under cover.
- (4) Connect the intelligent tester to the DLC3.
- (5) Remove the test plug A on the transaxle case front left side and install SST.

**SST 09992-00095 (09992-00231, 09992-00271)**

#### NOTICE:

**There is a difference between the installation point of the D position and R position.**

- (6) Start the engine.
- (7) Using intelligent tester, shift to D position and hold 3rd gear by active test, and measure the line pressure in idling.

#### Specified line pressure:

Condition	D position kPa (kgf/cm <sup>2</sup> , psi)
Idling	372 to 412 kPa (3.8 to 4.2 kgf/cm <sup>2</sup> , 54 to 60 psi)

- (8) Turn the ignition switch off.
- (9) Disconnect the connector of the transmission wire.

#### HINT:

Disconnect the connector only when performing the position stall test.

- (10) Start the engine.
- (11) Firmly depress the brake pedal, shift to the D position, depress the accelerator pedal all the way down and check the line pressure while the stall test is performed.

#### Specified line pressure:

Condition	D position kPa (kgf/cm <sup>2</sup> , psi)
Stall test	931 to 1,031 kPa (9.5 to 10.5 kgf/cm <sup>2</sup> , 135 to 150 psi)

(12) Turn the ignition switch off.

(13) Remove SST, and install the test plug A.

(14) Remove the test plug B, install SST and start the engine.

**SST 09992-00095 (09992-00231, 09992-00271)**

(15) Connect the transmission wire connector, depress the brake pedal firmly, shift to the R position and check the line pressure while the engine is idling and during the stall test.

**Specified line pressure:**

Condition	R position kPa (kgf/cm <sup>2</sup> , psi)
Idling	672 to 742 kPa (6.9 to 7.6 kgf/cm <sup>2</sup> , 97 to 108 psi)
Stall test	1,768 to 1,968 kPa (18.0 to 20.0 kgf/cm <sup>2</sup> , 256 to 285 psi)

(16) Remove SST, and install the test plug B.

(17) Clear the DTC.

### Evaluation:

Problem	Possible cause
Measured values at all positions are higher than specified	<ul style="list-style-type: none"> <li>Shift solenoid valve SLT defective</li> <li>Regulator valve defective</li> </ul>
Measured values at all positions are lower than specified	<ul style="list-style-type: none"> <li>Shift solenoid valve SLT defective</li> <li>Regulator valve defective</li> <li>Oil pump defective</li> <li>U/D (underdrive) direct clutch defective</li> </ul>
Pressure is low when shift lever is on D only	<ul style="list-style-type: none"> <li>D position circuit fluid leak</li> <li>Forward clutch defective</li> </ul>
Pressure is low when shift lever is on R only	<ul style="list-style-type: none"> <li>R position circuit fluid leak</li> <li>Reverse clutch defective</li> <li>1st and reverse brake defective</li> </ul>

## MANUAL SHIFTING TEST

### 1. MANUAL SHIFTING TEST

HINT:

- Through this test, it can be determined whether the trouble occurs in the electrical circuit or if it is a mechanical problem in the transaxle.
- If any abnormalities are found in the following test, the problem is in the transaxle itself.

- (a) Disconnect the connector of the transmission wire.

HINT:

It is possible to deactivate the electrical shift control by disconnecting the transmission wire. The gear positions can then be changed mechanically with the shift lever.

- (b) Drive with the transmission wire disconnected. Move the shift lever to each position to check whether the gear position changes as shown in the table below.

Shift Lever Position	Shifting Condition
L ↔ 2	Not Shift (Not Change)
2 ↔ 3	Down Shift ←→ Up Shift
3 ↔ 4 ↔ D	Not Shift (Not Change)

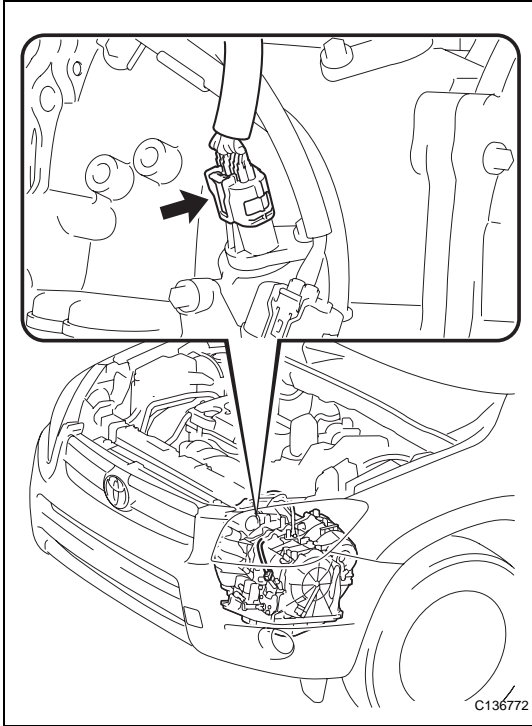
HINT:

While driving with the transmission wire disconnected:

- When the shift lever position is in L or 2, the gear position is held in 3rd.
- When the shift lever position is in 3, 4 or D, the gear position is held in 4th.
- When the shift lever position is in R or P, the operation is the same as usual.

- (c) Connect the connector of the transmission wire.

- (d) Clear the DTC (see page [AX-33](#)).



C136772

## INITIALIZATION

### 1. RESET MEMORY

**NOTICE:**

- Perform the RESET MEMORY procedures (A/T initialization) when replacing the automatic transaxle assembly, engine assembly or ECM.
- RESET MEMORY can be performed only with the intelligent tester.

**HINT:**

The ECM memorizes the vehicle conditions when the ECT controls the automatic transaxle assembly and engine assembly. Therefore, when the automatic transaxle assembly, engine assembly, or ECM has been replaced, it is necessary to reset the memory so that the ECM can memorize the new information.

The reset procedures are as follows.

- (a) Turn the ignition switch OFF.
- (b) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (c) Turn the ignition switch ON and turn the tester ON.
- (d) Enter the following menus: DIAGNOSIS / ENHANCED OBD II.
- (e) Perform the reset memory procedures from the Engine menu.

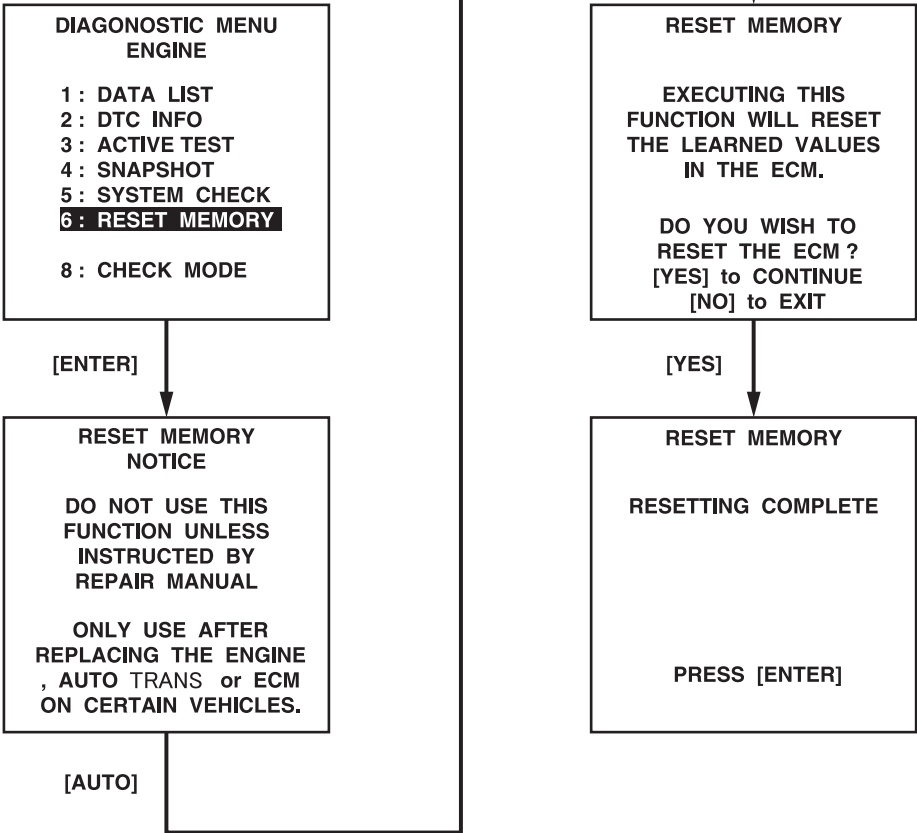
**CAUTION:**

**After performing the RESET MEMORY procedures, be sure to perform the ROAD TEST (see page [AX-13](#)) as described earlier.**

**HINT:**

The ECM learns through the ROAD TEST.

Tester Menu Flow:



## MONITOR DRIVE PATTERN

### 1. TEST MONITOR DRIVE PATTERN FOR ECT

**CAUTION:**

**Perform this drive pattern on a level surface and strictly observe the posted speed limits and traffic laws while driving.**

**HINT:**

Performing this drive pattern is one method to simulate the ECT's malfunction detection conditions.

The DTCs may not be detected through ordinary, everyday driving. Also, DTCs may not be detected through this drive pattern.

(a) Preparation for driving

(1) Warm up the engine sufficiently (engine coolant temperature is 60°C (140°F) or higher).

(2) Drive the vehicle when the atmospheric temperature is -10°C (14°F) or higher.

Malfunction is not detected when the atmospheric temperature is less than -10°C (14°F).

(b) Drive pattern

(1) Drive the vehicle through all the gears.

Stop → 1st → 2nd → 3rd → 4th → 5th → 5th (lock-up ON).

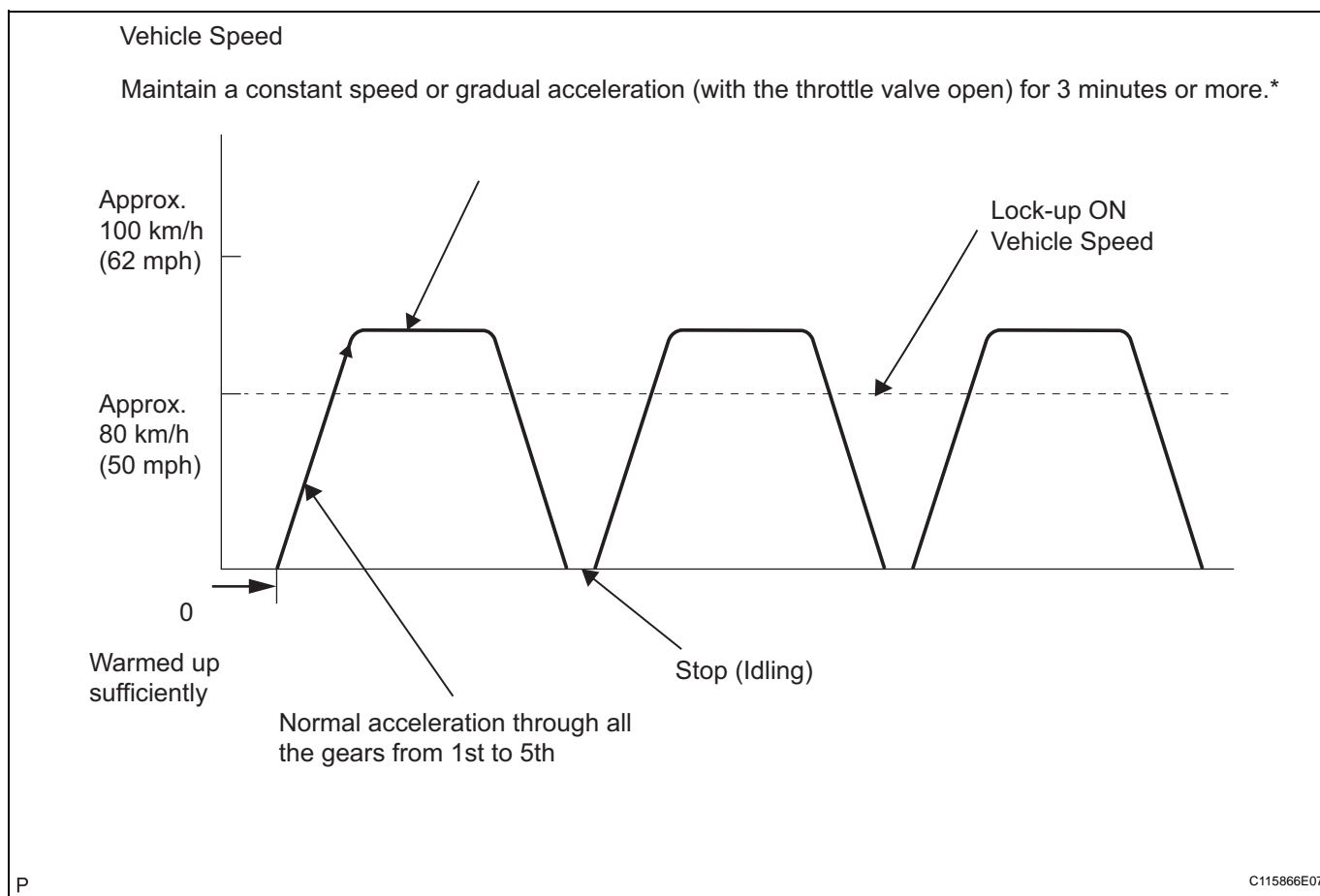
(2) Repeat the above drive pattern 3 times or more.

**NOTICE:**

- **When using the intelligent tester, the monitor status can be found in "ENHANCED OBD II / DATA LIST" or under "CARB OBD II".**
- **In the event that the drive pattern must be interrupted (due to traffic conditions or other factors), the drive pattern can be resumed and, in most cases, the monitor can be completed.**

**CAUTION:**

**Perform this drive pattern on a level road as much as possible and strictly observe the posted speed limits and traffic laws while driving.**

**HINT:**

\*: Drive at such a speed in the uppermost gear to engage lock-up. The vehicle can be driven at a speed lower than the speed shown in the above diagram under the lock-up condition.

**NOTICE:**

**It is necessary to drive the vehicle for approximately 30 minutes to detect DTC P0711 (Transmission fluid temperature sensor "A" performance).**

## PROBLEM SYMPTOMS TABLE

### HINT:

- Use the table below to help determine the cause of the problem symptom. The potential causes of the symptoms are listed in order of probability in the "Suspected area" column of the table. Check each symptom by checking the suspected areas in the order they are listed. Replace parts as necessary.
- The Matrix Chart is divided into 2 chapters. When troubleshooting, check Chapter 1 first. If instructions are given in Chapter 1 to proceed to 2, proceed as instructed.
- If the instruction "Proceed to next circuit inspection shown in problem symptoms table" is given in the flowchart for each circuit, proceed to the next suspected area in the table.
- If the problem still occurs even though there are no malfunctions in any of the circuits, check the ECM and replace it if necessary.

### 1. Chapter 1: Electronic Circuit Matrix Chart

Symptom	Suspected area	See page
No down-shift (a particular gear, from 1st to 4th gear, is not down-shifted)	ECM	<a href="#">IN-37</a>
No down-shift (5th -> 4th)	1. Transmission control switch (4 <--> D position) circuit	<a href="#">AX-44</a>
	2. Shift solenoid valve S4 circuit*	<a href="#">AX-106</a>
	3. ECM	<a href="#">IN-37</a>
No up-shift (a particular gear, from 1st to 4th gear, is not up-shifted)	ECM	<a href="#">IN-37</a>
No up-shift (4th -> 5th)	1. Transmission control switch (4 <--> D position) circuit	<a href="#">AX-44</a>
	2. Shift solenoid valve S4 circuit*	<a href="#">AX-106</a>
	3. ECM	<a href="#">IN-37</a>
No lock-up	1. Stop light switch circuit*	<a href="#">AX-62</a>
	2. Engine coolant temperature sensor circuit*	<a href="#">ES-56</a>
	3. ECM	<a href="#">IN-37</a>
No lock-up off	ECM	<a href="#">IN-37</a>
Shift point too high or too low	1. Throttle position sensor circuit*	<a href="#">ES-56</a>
	2. ECM	<a href="#">IN-37</a>
Up-shift to 5th from 4th while shift lever on 4	1. Transmission control switch (4 <--> D position) circuit	<a href="#">AX-44</a>
	2. ECM	<a href="#">IN-37</a>
Up-shift to 5th from 4th while engine is cold	1. Engine coolant temperature sensor circuit*	<a href="#">ES-56</a>
	2. ECM	<a href="#">IN-37</a>
Up-shift to 2nd from 1st while shift lever is on L	1. Transmission control switch (2 <--> L position) circuit*	<a href="#">AX-44</a>
	2. ECM	<a href="#">IN-37</a>
Harsh engagement (N -> D)	1. Shift solenoid valve SL1 circuit*	<a href="#">AX-76</a>
	2. ECM	<a href="#">IN-37</a>
Harsh engagement (lock-up)	ECM	<a href="#">IN-37</a>
Harsh engagement (any driving position)	ECM	<a href="#">IN-37</a>
Poor acceleration	ECM	<a href="#">IN-37</a>
No kick-down	ECM	<a href="#">IN-37</a>
Engine stalls when starting off or stopping	ECM	<a href="#">IN-37</a>
Malfunction in shifting	1. Park/Neutral position switch circuit*	<a href="#">AX-44</a>
	2. Transmission control switch (4 <--> D position) circuit	<a href="#">AX-44</a>
	3. ECM	<a href="#">IN-37</a>

## HINT:

\*: When the circuit is defective, a DTC may be output.

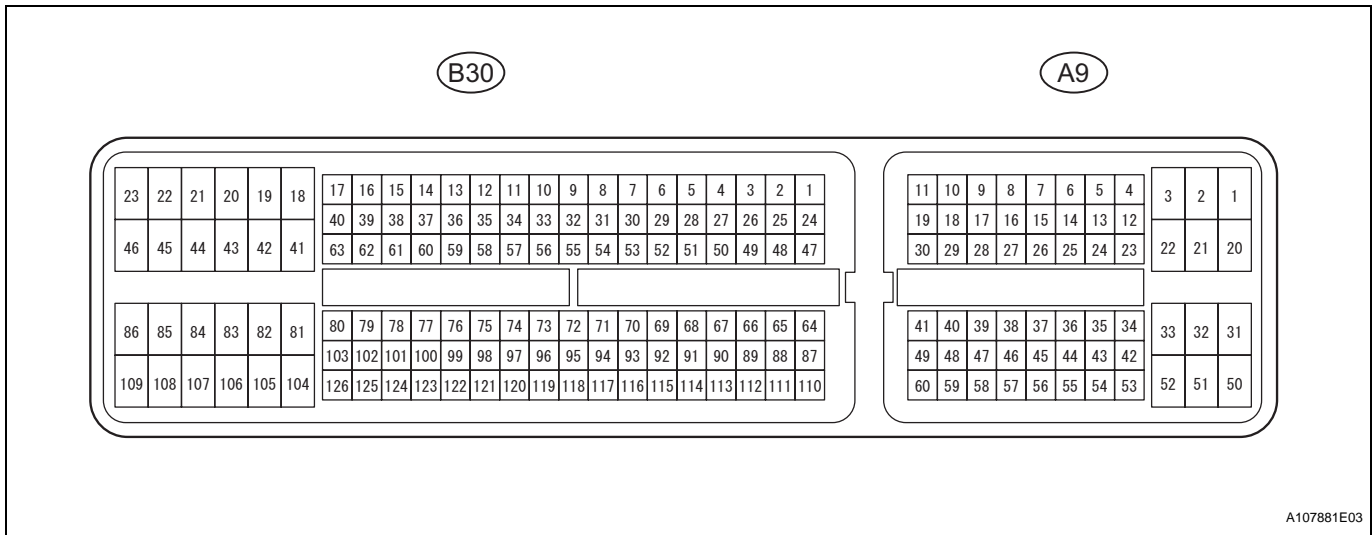
**2. Chapter 2: On-Vehicle Repair and Off-Vehicle Repair**

Symptom	Suspected area	See page
Vehicle does not move in any forward position and with the shift lever on R	1. Valve body assembly	<a href="#">AX-142</a>
	2. B3 U/D brake	<a href="#">AX-180</a>
	3. Torque converter clutch	<a href="#">AX-178</a>
Vehicle does not move with shift lever on R	1. Valve body assembly	<a href="#">AX-142</a>
	2. C2 reverse clutch	<a href="#">AX-180</a>
	3. B2 1st and reverse brake	<a href="#">AX-180</a>
No up-shift (1st -> 2nd)	1. Valve body assembly	<a href="#">AX-142</a>
	2. B1 2nd and O/D brake	<a href="#">AX-180</a>
No up-shift (2nd -> 3rd)	1. Valve body assembly	<a href="#">AX-142</a>
	2. C0 direct and O/D clutch	<a href="#">AX-180</a>
No up-shift (3rd -> 4th)	1. Valve body assembly	<a href="#">AX-142</a>
	2. B1 2nd and O/D brake	<a href="#">AX-180</a>
No up-shift (4th -> 5th)	1. Shift solenoid valve S4	<a href="#">AX-79</a>
	2. Valve body assembly	<a href="#">AX-142</a>
	3. C3 U/D clutch	<a href="#">AX-180</a>
No down-shift (5th -> 4th)	1. Shift solenoid valve S4	<a href="#">AX-79</a>
	2. Valve body assembly	<a href="#">AX-142</a>
No down-shift (4th -> 3rd)	Valve body assembly	<a href="#">AX-142</a>
No down-shift (3rd -> 2nd)	Valve body assembly	<a href="#">AX-142</a>
No down-shift (2nd -> 1st)	Valve body assembly	<a href="#">AX-142</a>
No lock-up or no lock-up off	1. Shift solenoid valve DSL	<a href="#">AX-65</a>
	2. Valve body assembly	<a href="#">AX-142</a>
	3. Torque converter clutch	<a href="#">AX-178</a>
Harsh engagement (N -> D)	1. Shift solenoid valve SL1	<a href="#">AX-72</a>
	2. Valve body assembly	<a href="#">AX-142</a>
	3. C1 accumulator	<a href="#">AX-180</a>
	4. C1 forward clutch	<a href="#">AX-180</a>
	5. F1 No. 1 one-way clutch	<a href="#">AX-180</a>
	6. F2 U/D one-way clutch	<a href="#">AX-180</a>
Harsh engagement (lock-up)	1. Shift solenoid valve SL2	<a href="#">AX-87</a>
	2. Valve body assembly	<a href="#">AX-142</a>
	3. Torque converter clutch	<a href="#">AX-178</a>
Harsh engagement (N -> R)	1. Valve body assembly	<a href="#">AX-142</a>
	2. C2 accumulator	<a href="#">AX-180</a>
	3. C2 reverse clutch	<a href="#">AX-180</a>
	4. B2 1st and reverse brake	<a href="#">AX-180</a>
Harsh engagement (1st -> 2nd -> 3rd -> 4th -> 5th)	1. Shift solenoid valve SLT	<a href="#">AX-120</a>
	2. Valve body assembly	<a href="#">AX-142</a>
Harsh engagement (1st -> 2nd)	1. Valve body assembly	<a href="#">AX-142</a>
	2. B1 2nd and O/D brake	<a href="#">AX-180</a>
Harsh engagement (2nd -> 3rd)	1. Valve body assembly	<a href="#">AX-142</a>
	2. C0 accumulator	<a href="#">AX-180</a>
	3. C0 direct and O/D clutch	<a href="#">AX-180</a>
Harsh engagement (3rd -> 4th)	1. Valve body assembly	<a href="#">AX-142</a>
	2. B1 2nd and O/D brake	<a href="#">AX-180</a>

Symptom	Suspected area	See page
Harsh engagement (4th -> 5th)	1. Valve body assembly	<a href="#">AX-142</a>
	2. C3 accumulator	<a href="#">AX-180</a>
	3. B3 U/D clutch	<a href="#">AX-180</a>
Harsh engagement (5th -> 4th)	1. Valve body assembly	<a href="#">AX-142</a>
	2. B3 accumulator	<a href="#">AX-180</a>
Slip or shudder (forward and reverse: after warm-up)	1. Valve body assembly	<a href="#">AX-142</a>
	2. Oil strainer	<a href="#">AX-142</a>
	3. C0 direct and O/D clutch	<a href="#">AX-180</a>
	4. C1 forward clutch	<a href="#">AX-180</a>
	5. C3 U/D clutch	<a href="#">AX-180</a>
	6. B1 2nd and brake	<a href="#">AX-180</a>
	7. B3 U/D brake	<a href="#">AX-180</a>
	8. F1 No. 1 one-way clutch	<a href="#">AX-180</a>
	9. F2 U/D one-way clutch	<a href="#">AX-180</a>
	10. Torque converter clutch	<a href="#">AX-178</a>
Slip or shudder (particular position: just after engine starts)	Torque converter clutch	<a href="#">AX-178</a>
Slip or shudder (shift lever on R)	1. C2 reverse clutch	<a href="#">AX-180</a>
	2. B2 1st and reverse brake	<a href="#">AX-180</a>
Slip or shudder (1st)	1. C1 forward clutch	<a href="#">AX-180</a>
	2. F1 No. 1 one-way clutch	<a href="#">AX-180</a>
	3. F2 U/D one-way clutch	<a href="#">AX-180</a>
Slip or shudder (2nd)	B1 2nd and O/D brake	<a href="#">AX-180</a>
Slip or shudder (3rd)	C0 direct and O/D clutch	<a href="#">AX-180</a>
Slip or shudder (4th)	B1 2nd and O/D brake	<a href="#">AX-180</a>
Slip or shudder (5th)	C3 U/D clutch	<a href="#">AX-180</a>
Shift position too high or too low	Shift solenoid valve SLT	<a href="#">AX-120</a>
No engine braking (1st to 4th/shift lever on D)	B3 U/D brake	<a href="#">AX-180</a>
No engine braking (1st/shift lever on L)	1. Valve body assembly	<a href="#">AX-142</a>
	2. B2 1st and reverse brake	<a href="#">AX-180</a>
No engine braking (2nd/shift lever on 2)	1. Valve body assembly	<a href="#">AX-142</a>
	2. B1 2nd and O/D brake	<a href="#">AX-180</a>
No engine braking (3rd/shift lever on 3)	B3 U/D brake	<a href="#">AX-180</a>
No kick-down	Valve body assembly	<a href="#">AX-142</a>
Poor acceleration (all positions)	1. Shift solenoid valve SLT	<a href="#">AX-120</a>
	2. Torque converter clutch	<a href="#">AX-178</a>
Poor acceleration (5th)	1. C3 U/D clutch	<a href="#">AX-180</a>
	2. U/D planetary gear unit	<a href="#">AX-180</a>
Engine stalls when starting off or stopping	1. Shift solenoid valve DSL	<a href="#">AX-65</a>
	2. Torque converter clutch	<a href="#">AX-178</a>

## TERMINALS OF ECM

### 1. CHECK ECM



(a) Measure the voltage of the ECM connector.

HINT:

Each ECM terminal's standard voltage is shown in the table below.

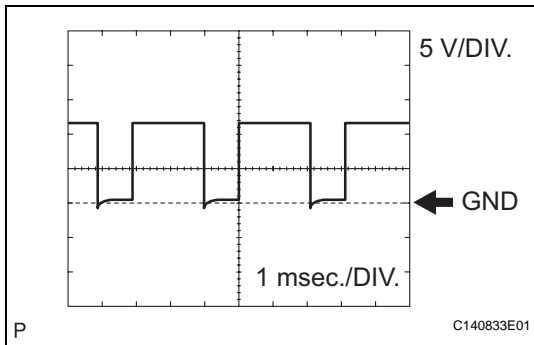
In the table, first follow the information under "Condition". Look under "Symbols (Terminal No.)" for the terminals to be inspected. The standard voltage between the terminals is shown under "Specified Condition".

Use the illustration above as a reference for the ECM terminals.

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
P (B30-24) - E1 (B30-81)	R - BR	P shift position switch signal	Ignition switch ON and transfer shift lever on P	10 to 14 V
P (B30-24) - E1 (B30-81)	R - BR	P shift position switch signal	Ignition switch ON and transfer shift lever not on P	Below 1 V
R (B30-25) - E1 (B30-81)	B - BR	R shift position switch signal	Ignition switch ON and transfer shift lever on R	10 to 14 V
R (B30-25) - E1 (B30-81)	B - BR	R shift position switch signal	Ignition switch ON and transfer shift lever not on R	Below 1 V
N (B30-27) - E1 (B30-81)	L-B - BR	N shift position switch signal	Ignition switch ON and transfer shift lever on N	10 to 14 V
N (B30-27) - E1 (B30-81)	L-B - BR	N shift position switch signal	Ignition switch ON and transfer shift lever not on N	Below 1 V
D (B30-26) - E1 (B30-81)	L - BR	D shift position switch signal	Ignition switch ON and transfer shift lever on D or 3	10 to 14 V
D (B30-26) - E1 (B30-81)	L - BR	D shift position switch signal	Ignition switch ON and transfer shift lever not on D or 3	Below 1 V
4 (A9-25) - E1 (B30-81)	P - BR	4 shift position switch signal	Ignition switch ON and transfer shift lever on 4	10 to 14 V
4 (A9-25) - E1 (B30-81)	P - BR	4 shift position switch signal	Ignition switch ON and transfer shift lever not on 4	Below 1 V

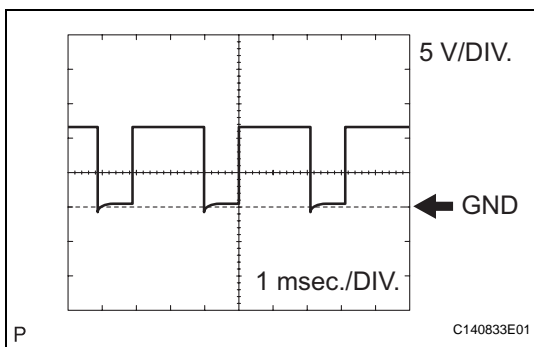
Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
3 (B30-29) - E1 (B30-81)	LG - BR	3 shift position switch signal	Ignition switch ON and transfer shift lever on 3	10 to 14 V
3 (B30-29) - E1 (B30-81)	LG - BR	3 shift position switch signal	Ignition switch ON and transfer shift lever not on 3	Below 1 V
2 (B30-28) - E1 (B30-81)	V - BR	2 shift position switch signal	Ignition switch ON and transfer shift lever on 2 and L	10 to 14 V
2 (B30-28) - E1 (B30-81)	V - BR	2 shift position switch signal	Ignition switch ON and transfer shift lever not on 2 and L	Below 1 V
L (A9-26) - E1 (B30-81)	V - BR	L shift position switch signal	Ignition switch ON and transfer shift lever on L	10 to 14 V
L (A9-26) - E1 (B30-81)	V - BR	L shift position switch signal	Ignition switch ON and transfer shift lever not on L	Below 1 V
STP (A9-36) - E1 (B30-81)	L - BR	Stop light switch signal	Brake pedal is depressed	Between 10 V and 14 V
STP (A9-36) - E1 (B30-81)	L - BR	Stop light switch signal	Brake pedal is released	Below 1 V
SL1+ (B30-16) - SL1- (B30-17)	P - LG	SL1 solenoid signal	Engine idle speed	Pulse generation (see waveform 1)
SL1+ (B30-16) - SL1- (B30-17)	P - LG	SL1 solenoid signal	Ignition switch ON	Pulse generation (see waveform 1)
SL1+ (B30-16) - SL1- (B30-17)	P - LG	SL1 solenoid signal	1st gear	Pulse generation (see waveform 1)
SL1+ (B30-16) - SL1- (B30-17)	P - LG	SL1 solenoid signal	Not on 1st gear	Below 1 V
SL2+ (B30-12) - SL2- (B30-13)	BR - R	SL2 solenoid signal	Engine idle speed	Pulse generation (see waveform 2)
SL2+ (B30-12) - SL2- (B30-13)	BR - R	SL2 solenoid signal	Ignition switch ON	Pulse generation (see waveform 2)
SL2+ (B30-12) - SL2- (B30-13)	BR - R	SL2 solenoid signal	1st or 2nd gear	Pulse generation (see waveform 2)
SL2+ (B30-12) - SL2- (B30-13)	BR - R	SL2 solenoid signal	3rd, 4th or 5th gear	Below 1 V
SL3+ (B30-14) - SL3- (B30-15)	GR - G-R	SL3 solenoid signal	Engine idle speed	Pulse generation (see waveform 3)
SL3+ (B30-14) - SL3- (B30-15)	GR - G-R	SL3 solenoid signal	Ignition switch ON	Pulse generation (see waveform 3)
SL3+ (B30-14) - SL3- (B30-15)	GR - G-R	SL3 solenoid signal	1st or 2nd gear	Pulse generation (see waveform 3)
SL3+ (B30-14) - SL3- (B30-15)	GR - G-R	SL3 solenoid signal	3rd, 4th or 5th gear	Below 1 V
DSL (B30-9) - E01 (B30-22)	V - BR	DSL solenoid signal	Vehicle speed 65 km/h (40 mph), lock-up (ON to OFF)	Below 1 V
DSL (B30-9) - E01 (B30-22)	V - BR	DSL solenoid signal	Vehicle driving under lock-up position	Pulse generation (see waveform 4)
SLT+ (B30-11) - SLT- (B30-10)	L - W	SLT solenoid signal	Engine idle speed	Pulse generation (see waveform 5)
SR (B30-8) - E01 (B30-22)	G - BR	SR solenoid signal	Ignition switch ON	Below 1 V
SR (B30-8) - E01 (B30-22)	G - BR	SR solenoid signal	3th, 4th or 5th gear	10 to 14 V
SR (B30-8) - E01 (B30-22)	G - BR	SR solenoid signal	1st or 2nd gear	Below 1 V
S4 (B30-7) - E01 (B30-22)	L-B - BR	S4 solenoid signal	Ignition switch ON	Below 1 V
S4 (B30-7) - E01 (B30-22)	L-B - BR	S4 solenoid signal	5th gear	10 to 14 V
S4 (B30-7) - E01 (B30-22)	L-B - BR	S4 solenoid signal	Not on 5th gear	Below 1 V
THO1 (B30-126) - ETHO (B30-124)	Y - B	ATF temperature sensor signal	ATF temperature 115°C (239°F) or more	Below 1.5 V
NT+ (B30-6) - NT- (B30-5)	B - G	Speed sensor (NT) signal	Vehicle speed 20 km/h (12 mph)	Pulse generation (see waveform 6)

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
NC+ (B30-4) - NC- (B30-3)	W - Y	Speed sensor (NC) signal	Vehicle speed 30 km/h (19 mph) (3rd gear) Engine speed 1,400 rpm	Pulse generation (see waveform 7)



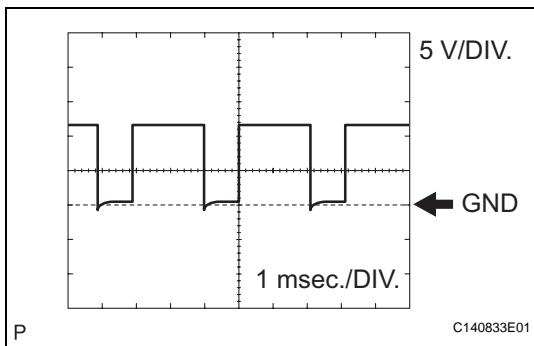
(b) Using an oscilloscope, check the waveform 1.  
**Waveform 1 (Reference)**

Item	Content
Symbols (Terminal No.)	SL1+ (B30-16) - SL1- (B30-17)
Tool Setting	5 V/DIV., 1 msec./DIV.
Condition	Engine idle speed



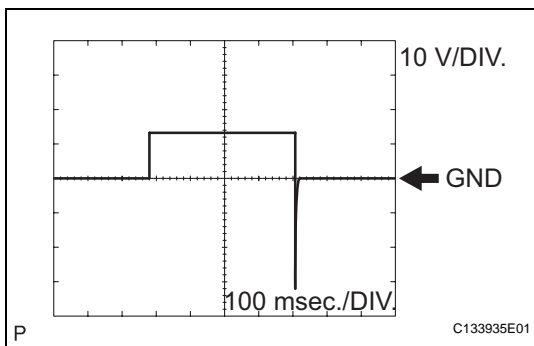
(c) Using an oscilloscope, check the waveform 2.  
**Waveform 2 (Reference)**

Item	Content
Symbols (Terminal No.)	SL2+ (B30-12) - SL2- (B30-13)
Tool Setting	5 V/DIV., 1 msec./DIV.
Condition	Engine idle speed



(d) Using an oscilloscope, check the waveform 3.  
**Waveform 3 (Reference)**

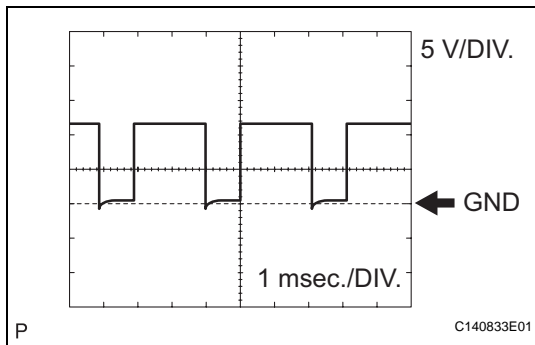
Item	Content
Symbols (Terminal No.)	SL3+ (B30-14) - SL3- (B30-15)
Tool Setting	5 V/DIV., 1 msec./DIV.
Condition	Engine idle speed



(e) Using an oscilloscope, check the waveform 4.  
**Waveform 4 (Reference)**

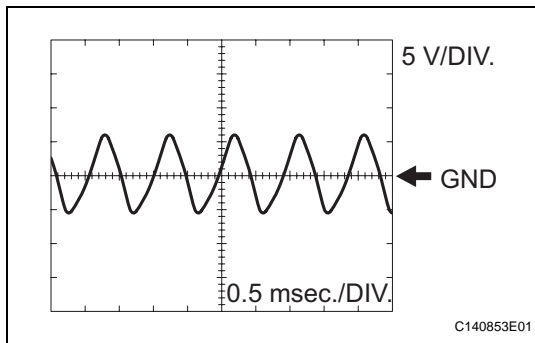
Item	Content
Symbols (Terminal No.)	DSL (B30-9) - E01 (B30-22)
Tool Setting	10 V/DIV., 100 msec./DIV.
Condition	Vehicle speed 65 km/h (40 mph), lock-up (ON to OFF)

- (f) Using an oscilloscope, check the waveform 5.

**Waveform 5 (Reference)**

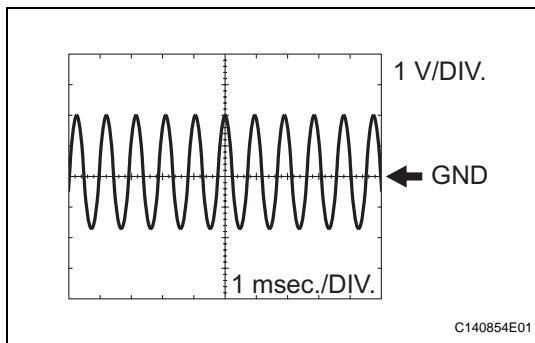
Item	Content
Symbols (Terminal No.)	SLT+ (B30-11) - SLT- (B30-10)
Tool Setting	5 V/DIV., 1 msec./DIV.
Condition	Engine idle speed

- (g) Using an oscilloscope, check the waveform 6.

**Waveform 6 (Reference)**

Item	Content
Symbols (Terminal No.)	NT+ (B30-6) - NT- (B30-5)
Tool Setting	5 V/DIV., 0.5 msec./DIV.
Condition	Vehicle speed 20 km/h (12 mph)

- (h) Using an oscilloscope, check the waveform 7.

**Waveform 7 (Reference)**

Item	Content
Symbols (Terminal No.)	NC+ (B30-4) - NC- (B30-3)
Tool Setting	1 V/DIV., 1 msec./DIV.
Condition	Vehicle speed 30 km/h (19 mph) (3rd gear) Engine speed 1,400 rpm

## DIAGNOSIS SYSTEM

### 1. DESCRIPTION

- (a) When troubleshooting On-Board Diagnostic (OBD II) vehicles, the vehicle must be connected to the OBD II scan tool (complying with SAE J1987). Various data output from the vehicle's ECM can then be read.
- (b) OBD II regulations require that the vehicle's on-board computer illuminates the Malfunction Indicator Lamp (MIL) on the instrument panel when the computer detects a malfunction in:
  - (1) The emission control system/components
  - (2) The powertrain control components (which affect vehicle emissions)
  - (3) The computer

In addition, the applicable Diagnostic Trouble Codes (DTCs) prescribed by SAE J2012 are recorded in the ECM memory.

When the malfunction does not reoccur, the MIL stays illuminated until the ignition switch is turned OFF, and the MIL turns OFF when the engine is started. However, the DTCs remain recorded in the ECM memory.
- (c) To check DTCs, connect the intelligent tester to the Data Link Connector 3 (DLC3) of the vehicle. The tester displays DTCs, the freeze frame data and a variety of the engine data.

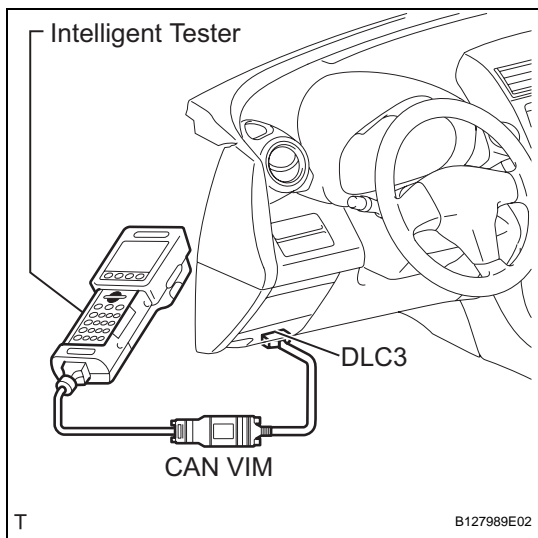
The DTCs and freeze frame data can be erased with the tester (see page [AX-40](#)).

### 2. NORMAL MODE AND CHECK MODE

- (a) The diagnosis system operates in "normal mode" during normal vehicle use. In normal mode, "2 trip detection logic" is used to ensure accurate detection of malfunctions. "Check mode" is also available to technicians as an option. In check mode, "1 trip detection logic" is used for simulating malfunction symptoms and increasing the system's ability to detect malfunctions, including intermittent malfunctions.

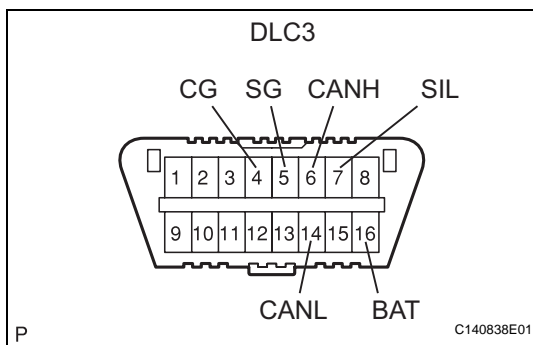
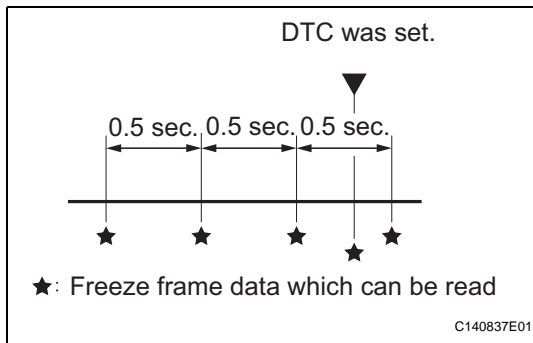
### 3. 2 TRIP DETECTION LOGIC

- (a) When a malfunction is first detected, the malfunction is temporarily stored in the ECM memory (1st trip). If the same malfunction is detected during the next drive cycle, the MIL is illuminated (2nd trip).



#### 4. FREEZE FRAME DATA

- (a) Freeze frame data records the engine conditions (fuel system, calculated load, engine coolant temperature, fuel trim, engine speed, vehicle speed, etc.) when a malfunction is detected. When troubleshooting, freeze frame data can help determine if the vehicle was running or stopped, if the engine was warmed up or not, if the air-fuel ratio was lean or rich, and other data from the time the malfunction occurred.
- (b) The intelligent tester records freeze frame data in 5 different instances: 1) 3 times before the DTC is set, 2) once when the DTC is set, and 3) once after the DTC is set. These data can be used to simulate the vehicle's condition around the time when the malfunction occurred. The data may help find the cause of the malfunction, or judge if the DTC is being caused by a temporary malfunction or not.



#### 5. DATA LINK CONNECTOR 3 (DLC3)

- (a) The vehicle's ECM uses the ISO 15765-4 for communication protocol. The terminal arrangement of the DLC3 complies with SAE J1962 and matches the ISO 15765-4 format.

**Terminal of DLC3**

Symbols (Terminal No.)	Terminal Description	Condition	Specified Condition
SIL (7) - SG (5)	Bus "+" line	During transmission	Pulse generation
CG (4) - Body ground	Chassis ground	Always	Below 1 $\Omega$
SG (5) - Body ground	Signal ground	Always	Below 1 $\Omega$
BAT (16) - Body ground	Battery positive	Always	9 to 14 V
CANH (6) - CANL (14)	CAN bus line	Ignition switch OFF*	54 to 69 $\Omega$
CANH (6) - Battery positive	HIGH-level CAN bus line	Ignition switch OFF*	6 k $\Omega$ or higher
CANH (6) - CG (4)	HIGH-level CAN bus line	Ignition switch OFF*	200 $\Omega$ or higher
CANL (14) - Battery positive	LOW-level CAN bus line	Ignition switch OFF*	6 k $\Omega$ or higher
CANL (14) - CG (4)	LOW-level CAN bus line	Ignition switch OFF*	200 $\Omega$ or higher

**NOTICE:**

\*: Before measuring the resistance, leave the vehicle as is for at least 1 minute and do not operate the ignition switch, any other switches or the doors.

If the result is not as specified, the DLC3 may have a malfunction. Repair or replace the harness and connector.

**HINT:**

Connect the cable of the intelligent tester to the DLC3, turn the ignition switch ON and attempt to use the tester. If the screen displays **UNABLE TO CONNECT TO VEHICLE**, a problem exists in the vehicle side or the tester side.

If communication is normal when the tester is connected to another vehicle, inspect the DLC3 on the original vehicle.

If communication is still not possible when the tester is connected to another vehicle, the problem is probably in the tester itself. Consult the Service Department listed in the tester's instruction manual.

**6. CHECK MIL**

- (a) Check that the MIL illuminates when turning the ignition switch ON.

If the MIL does not illuminate, there is a problem in the MIL circuit (see page [ES-430](#)).

- (b) When the engine is started, the MIL should turn off.

**7. ALL READINESS**

- (a) For this vehicle, using the intelligent tester allows readiness codes corresponding to all DTCs to be read. When the diagnosis (normal or malfunctioning) has been completed, readiness codes are set. Enter the following menus:  
ENHANCED OBD II / MONITOR STATUS.

**DTC CHECK / CLEAR****1. CHECK DTC**

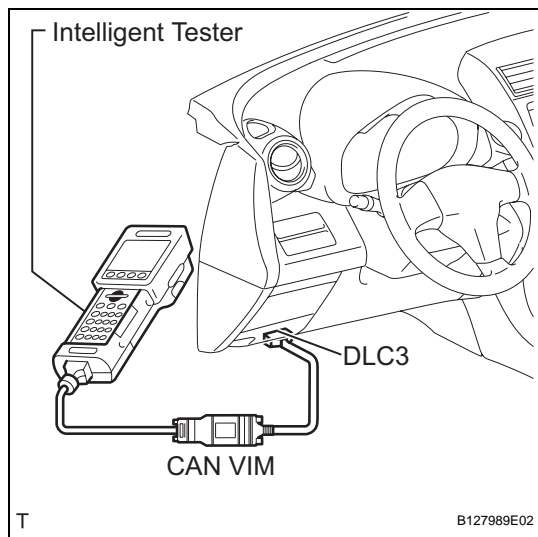
- (a) DTCs which are stored in the ECM can be displayed with the intelligent tester.

The intelligent tester can display pending DTCs and current DTCs. Some DTCs are not stored unless a malfunction is detected in consecutive driving cycles. When a malfunction is detected in only one driving cycle, it is stored as a pending DTC.

- (1) Connect the intelligent tester to the CAN VIM.  
Then connect the CAN VIM to the DLC3.
- (2) Turn the ignition switch ON and turn the tester ON.
- (3) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES (or PENDING CODE).
- (4) Confirm the DTCs and freeze frame data, and then write them down.
- (5) Confirm the details of the DTCs (see page [AX-40](#)).

**NOTICE:**

**When simulating a symptom with the scan tool to check for DTCs, use normal mode. For codes on the DIAGNOSTIC TROUBLE CODE CHART subject to "2 trip detection logic", perform the following actions.**



Turn the ignition switch OFF after the symptom is simulated once. Then repeat the simulation process. When the symptom has been simulated twice, the MIL illuminates and the DTCs are recorded in the ECM.

## 2. CLEAR DTC

(a) When using the intelligent tester:

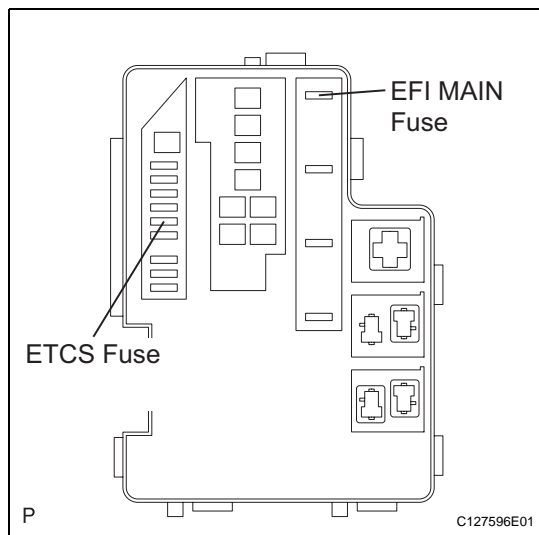
- (1) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (2) Turn the ignition switch ON and turn the tester ON.
- (3) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CLEAR CODES. Then press YES.

HINT:

When operating the tester to erase the codes, the DTCs and freeze frame data will be erased.

(b) When not using the intelligent tester:

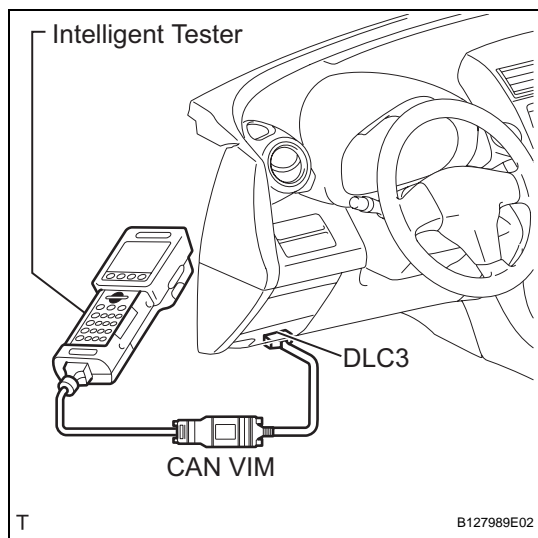
- (1) Disconnect the cable from the negative (-) battery terminal or remove the EFI MAIN and ETCS fuses from the engine room No. 1 relay block and engine room No. 1 junction block for 60 seconds or more. However, if you disconnect the cable from the negative (-) battery terminal, perform the "INITIALIZATION" procedure (see page [AX-20](#)).



## CHECK MODE PROCEDURE

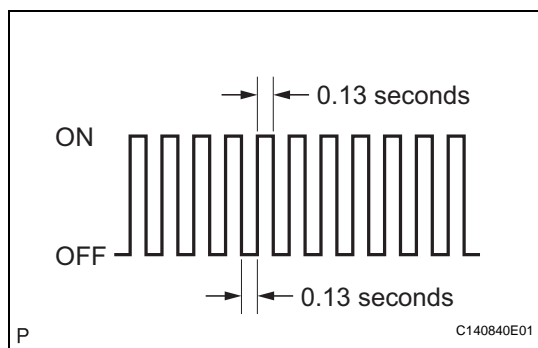
### 1. DESCRIPTION

- (a) Check mode has a higher sensitivity to malfunctions and can detect malfunctions that normal mode cannot detect. Check mode can also detect all the malfunctions that normal mode can detect. In check mode, DTCs are detected with 1 trip detection logic.



### 2. CHECK MODE PROCEDURE

- (a) Make sure that the following conditions below are met:
- (1) Battery positive voltage 11 V or more
  - (2) Throttle valve fully closed
  - (3) Transaxle in the P or N position
  - (4) A/C OFF
- (b) Turn the ignition switch OFF.
- (c) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (d) Turn the ignition switch ON and turn the tester ON.
- (e) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / CHECK MODE.



- (f) Change the ECM to check mode. Make sure the MIL flashes as shown in the illustration.

#### NOTICE:

**All DTCs and freeze frame data will be erased if:**

- 1) the intelligent tester is used to change the ECM from normal mode to check mode or vice versa; or
  - 2) during check mode, the ignition switch is turned from ON to ACC or OFF.
- Before check mode, make notes of the DTCs and freeze frame data.**

- (g) Start the engine. The MIL should turn off after the engine starts.
- (h) Perform "MONITOR DRIVE PATTERN" for the ECT test (see page [AX-21](#)).  
(Or, simulate the conditions of the malfunction described by the customer.)
- (i) After simulating the malfunction conditions, use the tester to check the DTC and freeze frame data.

## FAIL-SAFE CHART

### 1. FAIL-SAFE CHART

This function minimizes the loss of the ECT functions when a malfunction occurs in a sensor or solenoid.

- (a) Automatic Transmission Fluid (ATF) temperature sensor:  
When the ATF temperature sensor has a malfunction, 5th up-shift is prohibited.
- (b) Counter gear speed sensor NC (Speed sensor NC):  
When the counter gear speed sensor has a malfunction, 5th up-shift is prohibited.
- (c) Shift solenoid valve DSL:  
When the solenoid valve DSL has a malfunction, the current to the solenoid valve is stopped.  
This stops lock-up control, then fuel economy decreases.
- (d) Shift solenoid valve SL1, SL2, SL3 and S4:  
If any of the shift solenoid valve circuits develops an open or short, the ECM turns the other shift solenoid "ON" and "OFF" in order to shift into the gear positions shown in the table below.  
Manual shifting as shown in the following table must be done. In case of a short circuit, the ECM stops sending the current to the short circuited solenoid. Even if starting the engine in the fail-safe mode, the gear position remains in the same position.

HINT:

FL: Flex Lock-up

Normal	Solenoid Valve	SL1	ON	OFF	ON	OFF	OFF
		SL2	ON	ON	OFF	FL	FL
		SL3	OFF	OFF	OFF	ON	ON
		S4	OFF	OFF	OFF	OFF	ON
	Gear Position		1st	2nd	3rd	4th	5th
SL1 Malfunction (During driving at 1st or 2nd)	Solenoid Valve	SL1	OFF				
		SL2	ON	ON	OFF to ON	FL to ON	FL to ON
		SL3	OFF	OFF	OFF	ON to OFF	ON to OFF
		S4	OFF	OFF	OFF	OFF	ON to OFF
	Gear Position		1st to 2nd	2nd	3rd to 2nd	4th to 2nd	5th to 2nd
SL1 Malfunction (During driving at 3rd)	Solenoid Valve	SL1	OFF				
		SL2	ON to FL	ON to FL	OFF to FL	FL	FL
		SL3	OFF	OFF	OFF	ON to FL	ON to FL
		S4	OFF to ON	OFF to ON	OFF to ON	OFF to ON	ON
	Gear Position		1st to 4th	2nd to 4th	3rd to 4th	4th	5th to 4th
SL1 Malfunction (During driving at 4th or 5th)	Solenoid Valve	SL1	OFF				
		SL2	ON to FL	ON to FL	OFF to FL	FL	FL
		SL3	OFF to ON	OFF to ON	OFF to ON	ON	ON
		S4	OFF	OFF	OFF	OFF	ON
	Gear Position		1st to 4th	2nd to 4th	3rd to 4th	4th	5th to 4th

SL2 Malfunction	Solenoid Valve	SL1	ON	OFF to ON	ON	OFF to ON	OFF to ON
		SL2	OFF				
		SL3	OFF	OFF	OFF	ON to OFF	ON to OFF
		S4	OFF to ON	OFF to ON	OFF to ON	OFF to ON	ON
	Gear Position		1st to 4th	2nd to 4th	3rd to 4th	4th	5th to 4th
SL3 Malfunction	Solenoid Valve	SL1	ON	OFF	ON	OFF to ON	OFF to ON
		SL2	ON	ON	OFF	FL	FL
		SL3	OFF				
		S4	OFF	OFF	OFF	OFF to ON	ON
	Gear Position		1st	2nd	3rd	4th	5th to 4th
S4 Malfunction	Solenoid Valve	SL1	ON	OFF	ON	OFF	OFF
		SL2	ON	ON	OFF	FL	FL
		SL3	OFF	OFF	OFF	ON	ON
		S4	OFF				
	Gear Position		1st	2nd	3rd	4th	5th to 4th
SL1, SL2, SL3, and S4 Malfunction	Solenoid Valve	SL1	OFF				
		SL2	OFF				
		SL3	OFF				
		S4	OFF				
	Gear Position		1st to 4th	2nd to 4th	3rd to 4th	4th	5th to 4th

## DATA LIST / ACTIVE TEST

### 1. READ DATA LIST

#### HINT:

Using the intelligent tester's DATA LIST allows switch, sensor, actuator, and other item values to be read without removing any parts. Reading the DATA LIST early in troubleshooting is one way to save time.

#### NOTICE:

**In the table below, the values listed under "Normal Condition" are reference values. Do not depend solely on these reference values when deciding whether a part is faulty or not.**

- (a) Warm up the engine.
- (b) Turn the ignition switch OFF.
- (c) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (d) Turn the ignition switch ON and turn the tester ON.
- (e) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST.
- (f) Follow the instructions on the tester and read the DATA LIST.

#### ECM:

Tester Display	Measurement Item/Range	Normal Condition	Diagnostic Note
SPD (NC)	Counter gear speed/ Min.: 0 rpm Max.: 12,750 rpm	3rd gear when shift lever is on D (after warming up the engine); Intermediate shaft speed (NC) becomes close to the engine speed	Data is displayed in increments of 50 rpm
SPD (NT)	Input turbine speed/ Min.: 0 rpm Max.: 12,750 rpm	<ul style="list-style-type: none"> <li>Lock-up ON (after warming up engine): Input turbine speed (NT) is equal to engine speed.</li> <li>Lock-up OFF (idling with shift lever on N): Input turbine speed (NT) is nearly equal to engine speed.</li> </ul>	Data is displayed in increments of 50 rpm
PNP SW [NSW]	PNP switch status/ ON or OFF	Shift lever is: On P or N: ON Not on P or N: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page AX-44)
STOP LIGHT SW	Stop light switch status/ ON or OFF	<ul style="list-style-type: none"> <li>Brake pedal is depressed: ON</li> <li>Brake pedal is released: OFF</li> </ul>	-
SHIFT	ECM gear shift command/ 1st, 2nd, 3rd, 4th and 5th	Shift lever position is: <ul style="list-style-type: none"> <li>On L: 1st</li> <li>On 2: 1st or 2nd</li> <li>On 3: 1st, 2nd or 3rd</li> <li>On 4: 1st, 2nd, 3rd or 4th</li> <li>On D: 1st, 2nd, 3rd, 4th or 5th</li> </ul>	-

Tester Display	Measurement Item/Range	Normal Condition	Diagnostic Note
REVERSE	PNP switch status/ ON or OFF	Shift lever is: On R: ON Not on R: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page <a href="#">AX-44</a> )
PARKING	PNP switch status/ ON or OFF	Shift lever is: On P: ON Not on P: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page <a href="#">AX-44</a> )
NEUTRAL	PNP switch status/ ON or OFF	Shift lever is: On N: ON Not on N: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page <a href="#">AX-44</a> )
DRIVE	PNP switch status/ ON or OFF	Shift lever is: On 4 or D: ON Not on 4 or D: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page <a href="#">AX-44</a> )
4TH/DRIVE	PNP switch status/ ON or OFF	Shift lever is: On 4: ON Not on 4: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page <a href="#">AX-44</a> )
3RD	PNP switch status/ ON or OFF	Shift lever is: On 3: ON Not on 3: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page <a href="#">AX-44</a> )
2ND	PNP switch status/ ON or OFF	Shift lever is: On 2 or L: ON Not on 2 or L: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page <a href="#">AX-44</a> )

Tester Display	Measurement Item/Range	Normal Condition	Diagnostic Note
LOW	PNP switch status/ ON or OFF	Shift lever is: On L: ON Not on L: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect HINT: When failure still occurs even after adjusting these parts, refer to DTC P0705 (see page AX-44)
A/T OIL TEMP1	ATF temperature sensor value/ Min.: -40°C (-40°F) Max.: 215°C (419°F)	<ul style="list-style-type: none"> <li>After stall test: Approximately 80°C (176°F)</li> <li>Equal to ambient temperature while engine is cold</li> </ul>	If value is -40°C (-40°F) or "150°C (302°F) or more", ATF temperature sensor circuit is open or short circuited
LOCK UP SOL	Lock-up solenoid status/ ON or OFF	<ul style="list-style-type: none"> <li>Lock-up: ON</li> <li>Not on lock-up: OFF</li> </ul>	-
SOLENOID (SLT)	Shift solenoid SLT status/ ON or OFF	<ul style="list-style-type: none"> <li>Accelerator pedal is depressed: OFF</li> <li>Accelerator pedal is released: ON</li> </ul>	-

## 2. PERFORM ACTIVE TEST

### HINT:

Performing the intelligent tester's ACTIVE TEST allows relay, VSV, actuator and other items to be operated without removing any parts. Performing the ACTIVE TEST early in troubleshooting is one way to save time. The DATA LIST can be displayed during the ACTIVE TEST.

- Warm up the engine.
- Turn the ignition switch OFF.
- Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- Turn the ignition switch ON and turn the tester ON.
- Enter the following menus: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
- Perform the ACTIVE TEST.

### ECM:

Tester Display	Test Part	Control Range	Diagnostic Note
SHIFT	[Test Details] Operate shift solenoid valve and set each shift lever position by yourself [Vehicle Condition] <ul style="list-style-type: none"> <li>IDL: ON</li> <li>50 km/h (31 mph) or less</li> </ul> [Other information] <ul style="list-style-type: none"> <li>Press "→" button: Shift up</li> <li>Press "←" button: Shift down</li> </ul>	-	Possible to check operation of shift solenoid valves
SOLENOID (S4)	[Test Details] Operate the shift solenoid S4 [Vehicle Condition] <ul style="list-style-type: none"> <li>Vehicle stopped</li> <li>Shift lever P or N position</li> </ul>	-	-
SOLENOID (SL1)	[Test Details] Operate the shift solenoid SL1 [Vehicle Condition] <ul style="list-style-type: none"> <li>Vehicle stopped</li> <li>Shift lever P or N position</li> </ul>	-	-

Tester Display	Test Part	Control Range	Diagnostic Note
SOLENOID (SL2)	[Test Details] Operate the shift solenoid SL2 [Vehicle Condition] • Vehicle stopped • Shift lever P or N position	-	-
SOLENOID (SL3)	[Test Details] Operate the shift solenoid SL3 [Vehicle Condition] • Vehicle stopped • Shift lever P or N position	-	-
LOCK UP	[Test Details] Control shift solenoid DSL to set automatic transaxle to the lock-up condition [Vehicle Condition] • Throttle valve opening angle: Less than 35% • Vehicle speed: 60 km/h (36 mph) or more	-	Possible to check shift solenoid valve DSL operation
SOLENOID (DSL)	[Test Details] Operate the shift solenoid DSL [Vehicle Condition] • Vehicle stopped • Shift lever P or N position	-	-
SOLENOID (SR)	[Test Details] Operate the shift solenoid SR [Vehicle Condition] • Vehicle stopped • Shift lever P or N position	-	-
SOLENOID (SLT)*	[Test Details] Operate shift solenoid SLT and raise line pressure [Vehicle Condition] • Vehicle stopped • IDL: ON HINT: OFF: Line pressure up (when Active Test "SOLENOID (SLT)" is performed, ECM commands SLT solenoid to turn OFF) ON: No action (normal operation)	-	-

**HINT:**

\*: "SOLENOID (SLT)" in the ACTIVE TEST is performed to check the line pressure changes by connecting SST to the automatic transaxle, which is used in the HYDRAULIC TEST (see page [AX-18](#)) as well. Please note that the pressure values in the ACTIVE TEST and HYDRAULIC TEST are different.

## DIAGNOSTIC TROUBLE CODE CHART

### HINT:

- If a DTC is displayed during the DTC check, check the circuit listed in the table below and proceed to the page given.
- \*1: "Comes on" means the Malfunction Indicator Lamp (MIL) illuminates.
- \*2: "DTC stored" means the ECM memorizes the malfunction code if the ECM detects the DTC detection condition.
- These DTCs may be output when the clutch, brake, gear components, etc., inside the automatic transaxle are damaged.

### Automatic transaxle system:

DTC No.	Detection Item	Trouble Area	MIL *1	Memory*2	See page
P0705	Transmission Range Sensor Circuit Malfunction (PRNDL Input)	- Open or short in park/neutral position switch circuit - Park/Neutral position switch - ECM	Comes on	DTC stored	<a href="#">AX-44</a>
P0710	Transmission Fluid Temperature Sensor "A" Circuit	- Open or short in ATF temperature sensor circuit - ATF temperature sensor - ECM	Comes on	DTC stored	<a href="#">AX-51</a>
P0711	Transmission Fluid Temperature Sensor "A" Performance	- Open or short in ATF temperature sensor circuit - ATF temperature sensor - ECM	Comes on	DTC stored	<a href="#">AX-55</a>
P0712	Transmission Fluid Temperature Sensor "A" Circuit Low Input	- Short in ATF temperature sensor circuit - ATF temperature sensor - ECM	Comes on	DTC stored	<a href="#">AX-51</a>
P0713	Transmission Fluid Temperature Sensor "A" Circuit High Input	- Open in ATF temperature sensor circuit - ATF temperature sensor - ECM	Comes on	DTC stored	<a href="#">AX-51</a>
P0717	Input Speed Sensor Circuit No Signal	- Open or short in speed sensor NT circuit - Speed sensor NT - ECM	Comes on	DTC stored	<a href="#">AX-58</a>
P0724	Brake Switch "B" Circuit High	- Short in stop light switch circuit - Stop light switch - ECM	Comes on	DTC stored	<a href="#">AX-62</a>

DTC No.	Detection Item	Trouble Area	MIL*1	Memory*2	See page
P0741	Torque Converter Clutch Solenoid Performance (Shift Solenoid Valve DSL)	<ul style="list-style-type: none"> <li>- Shift solenoid valve DSL remains open or closed</li> <li>- Valve body is blocked</li> <li>- Shift solenoid valve DSL</li> <li>- Torque converter clutch</li> <li>- Automatic transaxle (clutch, brake, gear, etc.)</li> <li>- Line pressure is too low</li> <li>- ECM</li> </ul>	Comes on	DTC stored	<a href="#">AX-65</a>
P0746	Pressure Control Solenoid "A" Performance (Shift Solenoid Valve SL1)	<ul style="list-style-type: none"> <li>- Shift solenoid valve SL1 remains open or closed</li> <li>- Valve body is blocked</li> <li>- Shift solenoid valve SL1</li> <li>- Automatic transaxle (clutch, brake, gear, etc.)</li> <li>- ECM</li> </ul>	Comes on	DTC stored	<a href="#">AX-72</a>
P0748	Pressure Control Solenoid "A" Electrical (Shift Solenoid Valve SL1)	<ul style="list-style-type: none"> <li>- Open or short in shift solenoid valve SL1 circuit</li> <li>- Shift solenoid valve SL1</li> <li>- ECM</li> </ul>	Comes on	DTC stored	<a href="#">AX-76</a>
P0766	Shift Solenoid "D" Performance (Shift Solenoid Valve S4)	<ul style="list-style-type: none"> <li>- Shift solenoid valve S4 remains open or closed</li> <li>- Valve body is blocked</li> <li>- Shift solenoid valve S4</li> <li>- Automatic transaxle (clutch, brake, gear, etc.)</li> <li>- ECM</li> </ul>	Comes on	DTC stored	<a href="#">AX-79</a>
P0771	Shift Solenoid "E" Performance (Shift Solenoid Valve SR)	<ul style="list-style-type: none"> <li>- Shift solenoid valve SR remains open or closed</li> <li>- Valve body is blocked</li> <li>- Shift solenoid valve SR</li> <li>- Automatic transaxle (clutch, brake, gear, etc.)</li> </ul>	Comes on	DTC stored	<a href="#">AX-83</a>
P0776	Pressure Control Solenoid "B" Performance (Shift Solenoid Valve SL2)	<ul style="list-style-type: none"> <li>- Shift solenoid valve SL2 remains open or closed</li> <li>- Valve body is blocked</li> <li>- Shift solenoid valve SL2</li> <li>- Automatic transaxle (clutch, brake, gear, etc.)</li> <li>- ECM</li> </ul>	Comes on	DTC stored	<a href="#">AX-87</a>

DTC No.	Detection Item	Trouble Area	MIL*1	Memory*2	See page
P0778	Pressure Control Solenoid "B" Electrical (Shift Solenoid Valve SL2)	- Open or short in shift solenoid valve SL2 circuit - Shift solenoid valve SL2 - ECM	Comes on	DTC stored	<a href="#">AX-92</a>
P0793	Intermediate Shaft Speed Sensor "A"	- Open or short in speed sensor NC circuit - Speed sensor NC - ECM	Comes on	DTC stored	<a href="#">AX-95</a>
P0796	Pressure Control Solenoid "C" Performance (Shift Solenoid Valve SL3)	- Shift solenoid valve SL3 remains open or closed - Valve body is blocked Automatic transaxle (clutch, brake, gear, etc.)	Comes on	DTC stored	<a href="#">AX-99</a>
P0798	Pressure Control Solenoid "C" Electrical (Shift Solenoid Valve SL3)	- Open or short in shift solenoid valve SL3 circuit - Shift solenoid valve SL3 - ECM	Comes on	DTC stored	<a href="#">AX-103</a>
P0982	Shift Solenoid "D" Control Circuit Low (Shift Solenoid Valve S4)	- Short in shift solenoid valve S4 circuit - Shift solenoid valve S4 - ECM	Comes on	DTC stored	<a href="#">AX-106</a>
P0983	Shift Solenoid "D" Control Circuit High (Shift Solenoid Valve S4)	- Open in shift solenoid valve S4 circuit - Shift solenoid valve S4 - ECM	Comes on	DTC stored	<a href="#">AX-106</a>
P0985	Shift Solenoid "E" Control Circuit Low (Shift Solenoid Valve SR)	- Short in shift solenoid valve SR circuit - Shift solenoid valve SR - ECM	Comes on	DTC stored	<a href="#">AX-110</a>
P0986	Shift Solenoid "E" Control Circuit High (Shift Solenoid Valve SR)	- Open in shift solenoid valve SR circuit - Shift solenoid valve SR - ECM	Comes on	DTC stored	<a href="#">AX-110</a>
P2714	Pressure Control Solenoid "D" Performance (Shift Solenoid Valve SLT)	- Shift solenoid valve SLT remains closed - Valve body is blocked - Torque converter clutch - Automatic transaxle (clutch, brake, gear, etc.) - ECM	Comes on	DTC stored	<a href="#">AX-114</a>
P2716	Pressure Control Solenoid "D" Electrical (Shift Solenoid Valve SLT)	- Open or short in shift solenoid valve SLT circuit - Shift solenoid valve SLT - ECM	Comes on	DTC stored	<a href="#">AX-120</a>

DTC No.	Detection Item	Trouble Area	MIL*1	Memory*2	See page
P2769	Torque Converter Clutch Solenoid Circuit Low (Shift Solenoid Valve DSL)	- Short in shift solenoid valve DSL circuit - Shift solenoid valve DSL - ECM	Comes on	DTC stored	<a href="#">AX-123</a>
P2770	Torque Converter Clutch Solenoid Circuit High (Shift Solenoid Valve DSL)	- Open in shift solenoid valve DSL circuit - Shift solenoid valve DSL - ECM	Comes on	DTC stored	<a href="#">AX-123</a>

<b>DTC</b>	<b>P0705</b>	<b>Transmission Range Sensor Circuit Malfunction (PRNDL Input)</b>
------------	--------------	--

**DESCRIPTION**

The Park/Neutral Position (PNP) switch detects the shift lever position and sends signals to the ECM.

DTC No.	DTC Detection Condition	Trouble Area
P0705	<p>When one of following conditions is met:</p> <p>(A) Any 2 or more of the P, N, R, D, 3 and 2 input signals are ON simultaneously (2 trip detection logic)</p> <p>(B) Any 2 or more of the NSW, R, D, 3 and 2 input signals are ON simultaneously (2 trip detection logic)</p> <p>(C) When both conditions below are met (2 trip detection logic)</p> <ul style="list-style-type: none"> <li>One of the NSW, P, N or R input signal is ON</li> <li>One of the 4 or L input signal is ON</li> </ul> <p>(D) All of the NSW, P, N, R, D, 3 and 2 input signals are OFF (2 trip detection logic)</p>	<ul style="list-style-type: none"> <li>Open or short in park/neutral position switch circuit</li> <li>Park/Neutral position switch</li> <li>ECM</li> </ul>

**MONITOR DESCRIPTION**

These DTCs indicate a problem with the park/neutral position switch and the wire harness in the park/neutral position switch circuit.

The park/neutral position switch detects the shift lever position and sends a signal to the ECM.

For security, the park/neutral position switch detects the shift lever position so that the engine can be started only when the shift lever is on P or N.

The park/neutral position switch sends a signal to the ECM according to the shift lever position (R, D, 4, 3, 2 or L).

The ECM determines that there is a problem with the switch or related parts if it receives more than 1 position signal simultaneously. The ECM will illuminate the MIL and store the DTC.

**MONITOR STRATEGY**

Related DTCs	P0705: Park/Neutral position switch/Verify switch input
Required sensors/Components	Park/Neutral position switch
Frequency of operation	Continuous
Duration	2 seconds: Condition (A), (B) and (C) 60 seconds: Condition (D)
MIL operation	2 driving cycles
Sequence of operation	None

**TYPICAL ENABLING CONDITIONS**

The monitor will run whenever this DTC is not present.	None
Ignition switch	ON
Battery voltage	10.5 V or more

**TYPICAL MALFUNCTION THRESHOLDS****1. One of the following conditions is met: Condition (A), (B), (C) or (D)****Condition (A)**

Number of the following signal input at the same time	2 or more
P switch	ON
R switch	ON

N switch	ON
D switch	ON
3 switch	ON
2 switch	ON

**Condition (B)**

Number of the following signal input at the same time	2 or more
NSW switch	ON
R switch	ON
D switch	ON
3 switch	ON
2 switch	ON

**Condition (C)**

Both of the following conditions are met:	Condition 1 and 2
1. One of the following conditions is met:	Condition (a), (b), (c) or (d)
(a) NSW switch	ON
(b) P switch	ON
(c) R switch	ON
(d) N switch	ON
2. One of the following conditions is met:	Condition (a) or (b)
(a) 4 switch	ON
(b) L switch	ON

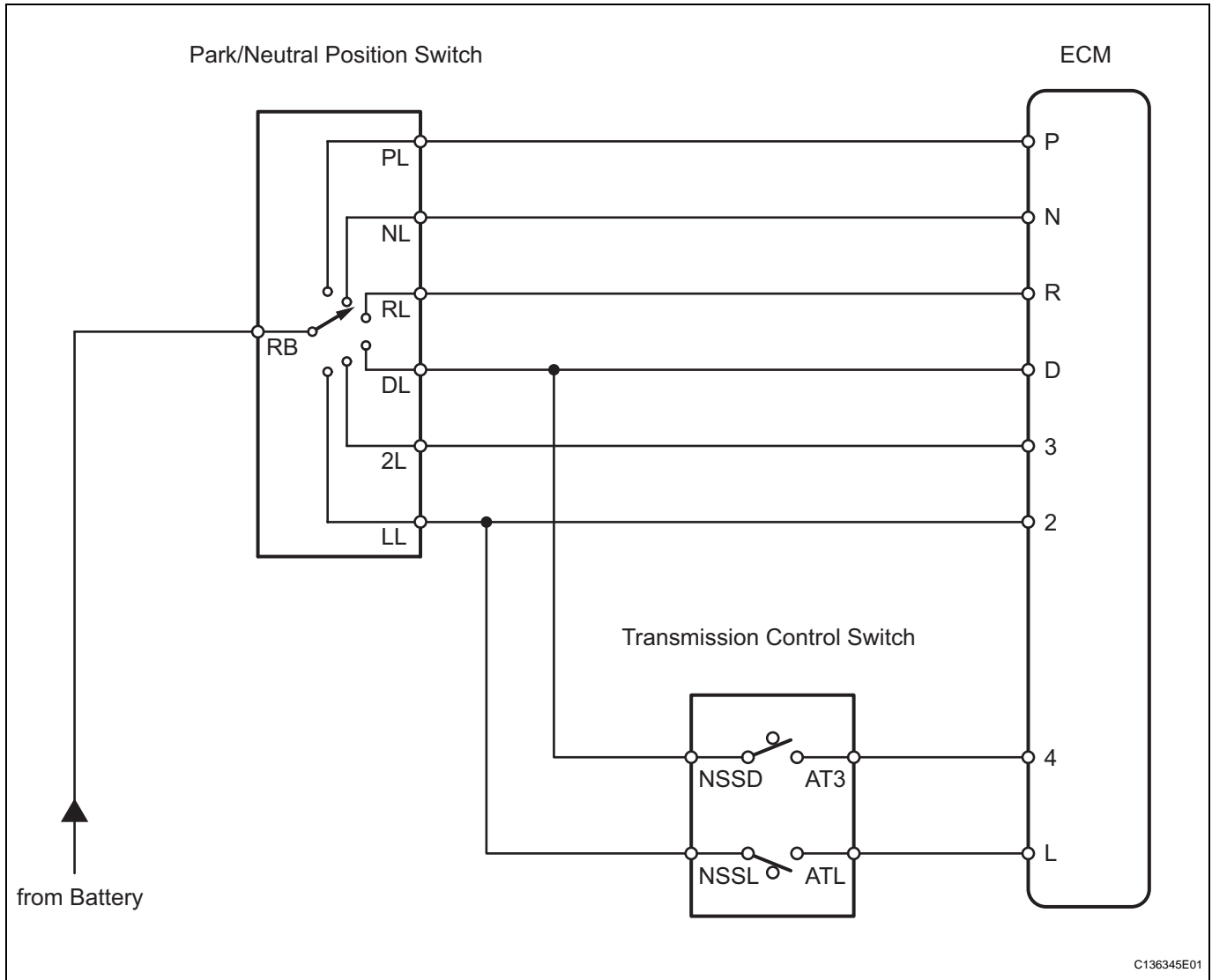
**Condition (D)**

When all conditions below are met:	Condition (a), (b), (c), (d), (e), (f) and (g)
(a) NSW switch	OFF
(b) P switch	OFF
(c) R switch	OFF
(d) N switch	OFF
(e) D switch	OFF
(f) 3 switch	OFF
(g) 2 switch	OFF

**COMPONENT OPERATING RANGE**

Park/Neutral position switch	Park/Neutral position switch sends only one signal to ECM.
------------------------------	--

## WIRING DIAGRAM



## INSPECTION PROCEDURE

### HINT:

Using the intelligent tester's DATA LIST allows switch, sensor, actuator and other item values to be read without removing any parts. Reading the DATA LIST early in troubleshooting is one way to save time.

### NOTICE:

**In the table below, the values listed under "Normal Condition" are reference values. Do not depend solely on these reference values when deciding whether a part is faulty or not.**

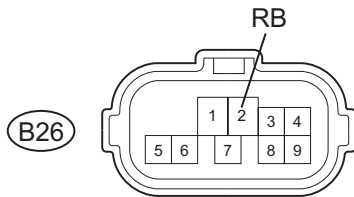
1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST.
6. Follow the instructions on the tester and read the DATA LIST.

**ECM:**

Item	Measurement Item/ Range (Display)	Normal Condition	Diagnostic Note
PNP SW (NSW)	PNP switch status/ ON or OFF	Shift lever is: On P or N: ON Not on P or N: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect
REVERSE	PNP switch status/ ON or OFF	Shift lever is: On R: ON Not on R: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect
PARKING	PNP switch status/ ON or OFF	Shift lever is: On P: ON Not on P: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect
NEUTRAL	PNP switch status/ ON or OFF	Shift lever is: On N: ON Not on N: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect
4TH/DRIVE	PNP switch status/ ON or OFF	Shift lever is: On 4 or D: ON Not on 4 or D: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect
3RD	PNP switch status/ ON or OFF	Shift lever is: On 3: ON Not on 3: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect
2ND	PNP switch status/ ON or OFF	Shift lever is: On 2 or L: ON Not on 2 or L: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect
LOW	PNP switch status/ ON or OFF	Shift lever is: On L: ON Not on L: OFF	When shift lever position displayed on intelligent tester differs from actual position, adjustment of PNP switch or shift cable may be incorrect

**1 CHECK WIRE HARNESS (PARK/NEUTRAL POSITION SWITCH - BATTERY)**

Wire Harness Side



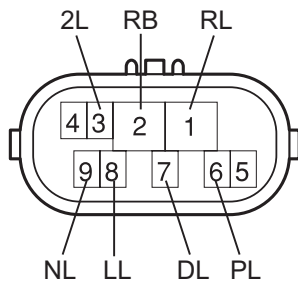
Y

C117645E02

- Disconnect the B26 park/neutral position switch connector.
- Turn the ignition switch ON.
- Measure the voltage of the wire harness side connector.

**Standard voltage**

Tester Connection	Specified Condition
B26-2 (RB) - Body ground	10 to 14 V

**NG****CHECK POWER SOURCE OF ECM****OK****2 INSPECT PARK/NEUTRAL POSITION SWITCH**

C140841E01

- Disconnect the B26 park/neutral position switch connector.
- Measure the resistance of the park/neutral position switch when the shift lever is moved to each position.

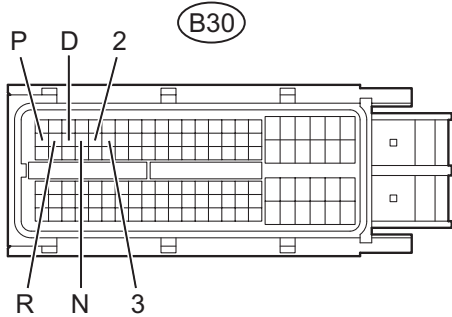
**Standard resistance**

Tester Connection	Shift Lever Position	Specified Condition
6 (PL) - 2 (RB)	P	Below 1 $\Omega$
6 (PL) - 2 (RB)	Not on P	10 k $\Omega$ or higher
1 (RL) - 2 (RB)	R	Below 1 $\Omega$
1 (RL) - 2 (RB)	Not on R	10 k $\Omega$ or higher
9 (NL) - 2 (RB)	N	Below 1 $\Omega$
9 (NL) - 2 (RB)	Not on N	10 k $\Omega$ or higher
7 (DL) - 2 (RB)	D	Below 1 $\Omega$
7 (DL) - 2 (RB)	Not on D	10 k $\Omega$ or higher
3 (2L) - 2 (RB)	2	Below 1 $\Omega$
3 (2L) - 2 (RB)	Not on 2	10 k $\Omega$ or higher
8 (LL) - 2 (RB)	L	Below 1 $\Omega$
8 (LL) - 2 (RB)	Not on L	10 k $\Omega$ or higher

**NG****REPLACE PARK/NEUTRAL POSITION SWITCH****OK**

### 3 CHECK WIRE HARNESS (ECM - BATTERY)

Wire Harness Side



A107892E67

- Disconnect the B30 ECM connector.
- Turn the ignition switch ON.
- Measure the voltage of the wire harness side connector.

#### Standard voltage

Tester Connection	Shift Lever Position	Specified Condition
B30-24 (P) - Body ground	P	10 to 14 V
B30-24 (P) - Body ground	Not on P	Below 1 V
B30-25 (R) - Body ground	R	10 to 14 V*
B30-25 (R) - Body ground	Not on R	Below 1 V
B30-27 (N) - Body ground	N	10 to 14 V
B30-27 (N) - Body ground	Not on N	Below 1 V
B30-26 (D) - Body ground	D or 4	10 to 14 V
B30-26 (D) - Body ground	Not on D or 4	Below 1 V
B30-28 (2) - Body ground	2	10 to 14 V
B30-28 (2) - Body ground	Not on 2	Below 1 V
B30-29 (3) - Body ground	3 or L	10 to 14 V
B30-29 (3) - Body ground	Not on 3 or L	Below 1 V

HINT:

\*: The voltage will drop slightly due to the illumination of the back-up light.

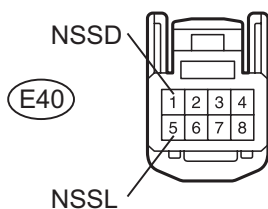
NG

**REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

### 4 CHECK WIRE HARNESS (PARK/NEUTRAL POSITION SWITCH - TRANSMISSION CONTROL SWITCH)

Wire Harness Side



P

A107783E26

- Disconnect the E40 switch connector.
- Turn the ignition switch ON.
- Measure the voltage when the shift lever is moved to each position.

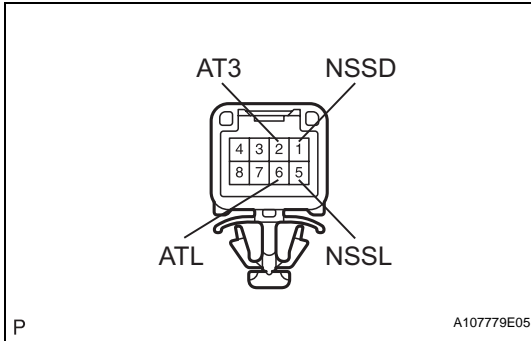
#### Standard voltage

Tester Connection	Shift Lever Position	Specified Condition
1 (NSSD) - Body ground	D and 4	10 to 14 V
1 (NSSD) - Body ground	Not on D and 4	Below 1 V
5 (NSSL) - Body ground	3 and L	10 to 14 V
5 (NSSL) - Body ground	Not on 3 and L	Below 1 V

NG

REPAIR OR REPLACE HARNESS AND  
CONNECTOR

OK

**5 INSPECT TRANSMISSION CONTROL SWITCH**

- Disconnect the E40 switch connector.
- Measure the resistance of the switch when the shift lever is moved to each position.

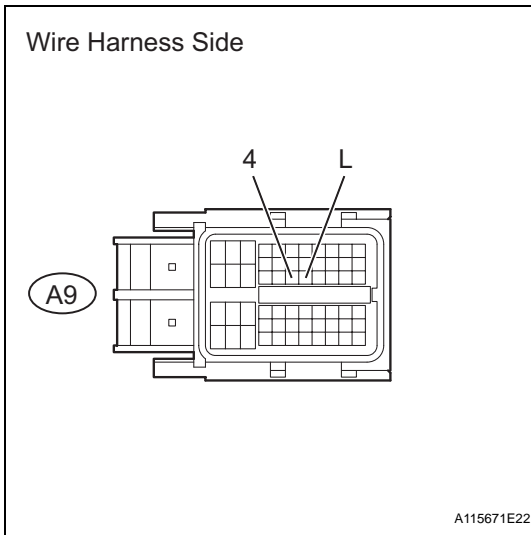
**Standard resistance**

Tester Connection	Shift Lever Position	Specified Condition
1 (NSSD) - 2 (AT3)	D	10 k $\Omega$ or higher
1 (NSSD) - 2 (AT3)	3	Below 1 $\Omega$
5 (NSSL) - 6 (ATL)	D	10 k $\Omega$ or higher
5 (NSSL) - 6 (ATL)	3	Below 1 $\Omega$

NG

REPLACE TRANSMISSION CONTROL  
SWITCH

OK

**6 CHECK WIRE HARNESS (TRANSMISSION CONTROL SWITCH - BATTERY)**

- Disconnect the A9 ECM connector.
- Turn the ignition switch ON.
- Measure the voltage of the wire harness side connector.

**Standard voltage**

Tester Connection	Shift Lever Position	Specified Condition
A9-25 (4) - Body ground	4	10 to 14 V
A9-25 (4) - Body ground	Not on 4	Below 1 V
A9-26 (L) - Body ground	L	10 to 14 V
A9-26 (L) - Body ground	Not on L	Below 1 V

**HINT:**

\*: The voltage will drop slightly due to the illumination of the back-up light.

NG

REPAIR OR REPLACE HARNESS AND  
CONNECTOR

OK

REPLACE ECM

<b>DTC</b>	<b>P0710</b>	<b>Transmission Fluid Temperature Sensor "A" Circuit</b>
<b>DTC</b>	<b>P0712</b>	<b>Transmission Fluid Temperature Sensor "A" Circuit Low Input</b>
<b>DTC</b>	<b>P0713</b>	<b>Transmission Fluid Temperature Sensor "A" Circuit High Input</b>

## DESCRIPTION

The Automatic Transmission Fluid (ATF) temperature sensor converts the ATF temperature into a resistance value which is input into the ECM.

The ECM applies a voltage to the temperature sensor through ECM terminal THO1.

The sensor resistance changes with the ATF temperature.

One terminal of the sensor is grounded so that the sensor resistance and voltage decrease as the temperature becomes higher.

The ECM calculates the ATF temperature based on the voltage signal.

<b>DTC No.</b>	<b>DTC Detection Condition</b>	<b>Trouble Area</b>
P0710	ATF temperature sensor resistance changes from (a) to (b) or from (b) to (a) in less than 0.5 sec., and P0712 and P0713 are not detected (1 trip detection logic): (a) ATF temperature sensor resistance is less than 79 $\Omega$ (b) ATF temperature sensor resistance is more than 156 k $\Omega$	<ul style="list-style-type: none"> <li>• Open or short in ATF temperature sensor circuit</li> <li>• ATF temperature sensor</li> <li>• ECM</li> </ul>
P0712	ATF temperature sensor resistance is less than 79 $\Omega$ for 0.5 sec. or more (1 trip detection logic)	<ul style="list-style-type: none"> <li>• Short in ATF temperature sensor circuit</li> <li>• ATF temperature sensor</li> <li>• ECM</li> </ul>
P0713	15 minutes or more after the engine start, ATF temperature sensor resistance is more than 156 k $\Omega$ for 0.5 sec. or more (1 trip detection logic)	<ul style="list-style-type: none"> <li>• Open in ATF temperature sensor circuit</li> <li>• ATF temperature sensor</li> <li>• ECM</li> </ul>

## MONITOR DESCRIPTION

ATF temperature sensor converts ATF temperature to an electrical resistance value. Based on the resistance, the ECM determines the ATF temperature, and the ECM detects an open or short in the ATF temperature circuit. If the resistance value of the ATF temperature is less than 79  $\Omega$ \*1 or more than 156 k $\Omega$ \*2, the ECM interprets this as a fault in the ATF sensor or wiring. The ECM will illuminate the MIL and store the DTC.

HINT:

- \*1: 150°C (302°F) or more is indicated regardless of the actual ATF temperature.
- \*2: -40°C (-40°F) is indicated regardless of the actual ATF temperature.
- The ATF temperature can be checked on the intelligent tester display.

## MONITOR STRATEGY

Related DTCs	P0710: ATF temperature sensor/Range check (Chattering) P0712: ATF temperature sensor/Range check (Low resistance) P0713: ATF temperature sensor/Range check (High resistance)
Required sensors/Components	ATF temperature sensor
Frequency of operation	Continuous
Duration	0.5 sec.

MIL operation	Immediate
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### P0710, P0712: Range check (Chattering, Low resistance)

The monitor will run whenever this DTC is not present.	None
The typical enabling condition is not available.	-

### P0713: Range check (High resistance)

The monitor will run whenever this DTC is not present.	None
Time after engine start	15 min. or more

## TYPICAL MALFUNCTION THRESHOLDS

### P0710: Range check (Chattering)

ATF temperature sensor resistance	Less than 79 $\Omega$ or more than 156 k $\Omega$
-----------------------------------	---

### P0712: Range check (Low resistance)

ATF temperature sensor resistance	Less than 79 $\Omega$
-----------------------------------	-----------------------

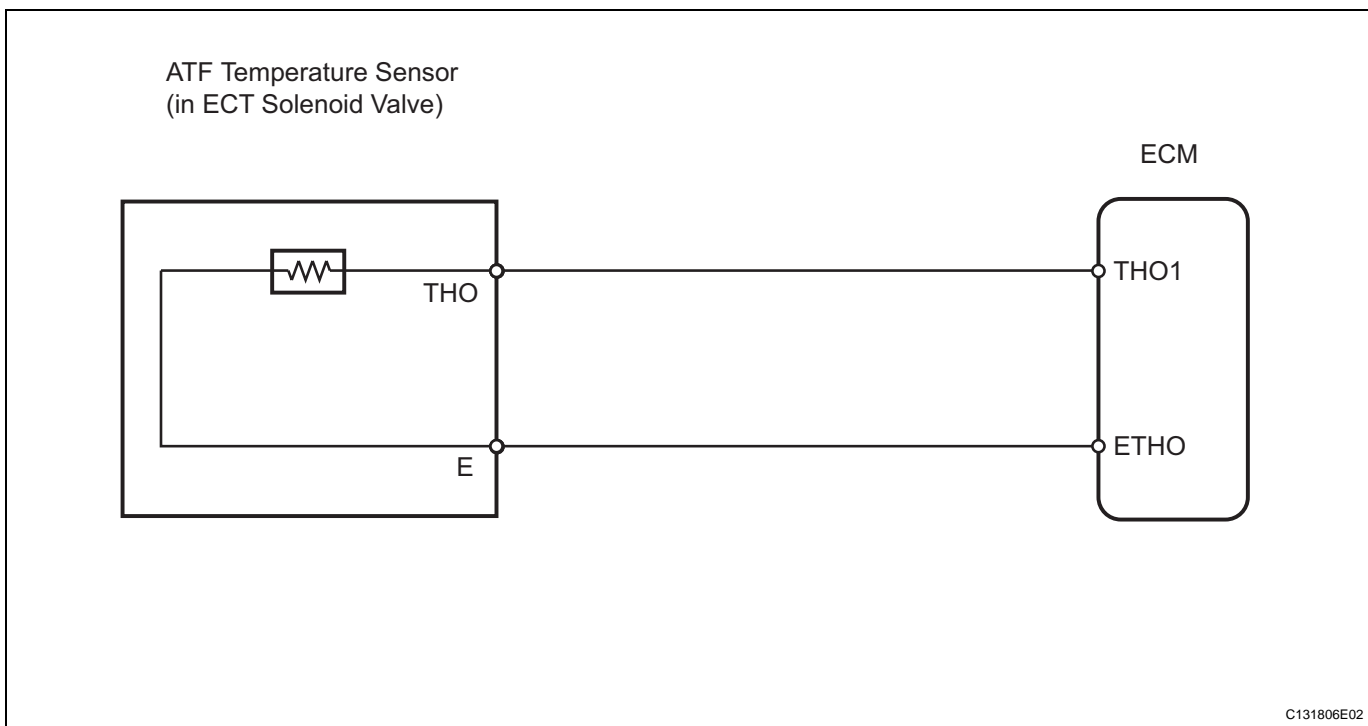
### P0713: Range check (High resistance)

ATF temperature sensor resistance	More than 156 k $\Omega$
-----------------------------------	--------------------------

## COMPONENT OPERATING RANGE

ATF temperature sensor	Atmospheric temperature to approx. 130°C (266°F)
------------------------	--

## WIRING DIAGRAM



## INSPECTION PROCEDURE

### HINT:

Using the intelligent tester's DATA LIST allows switch, sensor, actuator and other item values to be read without removing any parts. Reading the DATA LIST early in troubleshooting is one way to save time.

### NOTICE:

**In the table below, the values listed under "Normal Condition" are reference values. Do not depend solely on these reference values when deciding whether a part is faulty or not.**

1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST.
6. Follow the instructions on the tester and read the DATA LIST.

### ECM:

Item	Measurement Item/ Range (Display)	Normal Condition	Diagnostic Note
A/T OIL TEMP1	ATF temperature sensor value/ Min.: -40°C (-40°F) Max.: 215°C (419°F)	<ul style="list-style-type: none"> <li>After stall test: Approximately 80°C (176°F)</li> <li>Equal to ambient temperature while engine is cold</li> </ul>	If value is -40°C (-40°F) or "150°C (302°F) or more", ATF temperature sensor circuit is open or short circuited

### HINT:

- When DTC P0712 is output and the tester output is 150°C (302°F) or more, there is a short circuit.
  - When DTC P0713 is output and the tester output is -40°C (-40°F), there is an open circuit.
- Measure the resistance between terminal THO1 (THO) and the body ground.

Temperature Displayed	Malfunction
-40°C (-40°F)	Open circuit
150°C (302°F) or more	Short circuit

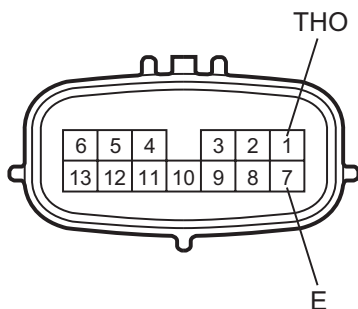
### HINT:

- If a circuit related to the ATF temperature sensor becomes open, P0713 is set in approximately 0.5 seconds.
- It is not necessary to inspect the circuit when P0711 is set.

## 1

## INSPECT TRANSMISSION WIRE (ATF TEMPERATURE SENSOR)

Wire Harness Side



C136383E01

- (a) Disconnect the B32 wire connector.
- (b) Measure the resistance of the transmission wire.

### Standard resistance

Tester Connection	Specified Condition
1 (THO) - 7 (E)	79 Ω to 156 kΩ
1 (THO) - Body ground	1 MΩ or higher
7 (E) - Body ground	1 MΩ or higher

### HINT:

If the resistance is out of the specified range of either of the ATF temperatures shown in the table below, the driveability of the vehicle may decrease.

### Standard resistance

ATF Temperature	Specified Condition
20°C (68°F)	3 to 5 kΩ
110°C (230°F)	0.22 to 0.28 kΩ

NG

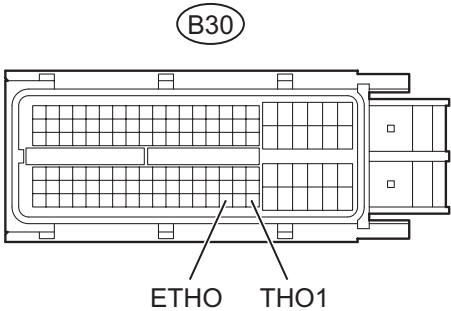
REPAIR OR REPLACE TRANSMISSION WIRE

OK

2

CHECK WIRE HARNESS (TRANSMISSION WIRE - ECM)

Wire Harness Side



A107892E68

- (a) Disconnect the B30 ECM connector.
- (b) Measure the resistance of the wire harness side connector.

Standard resistance

Tester Connection	Specified Condition
B30-126 (THO1) - B30-124 (ETHO)	79 Ω to 156 kΩ
B30-126 (THO1) - Body ground	1 MΩ or higher
B30-124 (ETHO) - Body ground	1 MΩ or higher

NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE ECM

<b>DTC</b>	<b>P0711</b>	<b>Transmission Fluid Temperature Sensor "A" Performance</b>
------------	--------------	--

## DESCRIPTION

The ATF (Automatic Transmission Fluid) temperature sensor converts the fluid temperature into a resistance value which is input into the ECM.

DTC No.	DTC Detection Condition	Trouble Area
P0711	When either condition below is met: (A) Both (a) and (b) are detected: (2 trip detection logic) (a) Intake air and engine coolant temperatures are more than -10°C (14°F) at engine start (b) After normal driving for over 18 min. and 20 sec. and 9 km (5.6 mile) or more, ATF temp. is less than 20°C (68°F) (B) When engine coolant temp. is less than 35°C (95°F) at engine start, the ATF temp. is 110°C (230°F) or more after 17 min. of engine start (2 trip detection logic)	<ul style="list-style-type: none"> <li>• Open or short in ATF temperature sensor circuit</li> <li>• ATF temperature sensor</li> <li>• ECM</li> </ul>

## MONITOR DESCRIPTION

The ATF temperature sensor converts the ATF temperature to an electrical resistance value. Based on the resistance, the ECM determines the ATF temperature and detects an open or short in the ATF temperature circuit or a fault in the ATF temperature sensor.

After running the vehicle for a certain period, the ATF temperature should increase. If the ATF temperature is below 20°C (68°F) after running the vehicle for a certain period, the ECM interprets this as a fault, and turns on the MIL.

When the ATF temperature is 110°C (230°F) or more after 17 minutes of engine cold start, the ECM also determines this as a fault, turns on the MIL, and stores the DTC.

## MONITOR STRATEGY

Related DTCs	P0711: ATF temperature sensor/Rationality check
Required sensors/Components	ATF temperature sensor
Frequency of operation	Continuous
Duration	3 sec.: Condition (A) 10 sec.: Condition (B)
MIL operation	2 driving cycles
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### All:

The monitor will run whenever this DTC is not present.	None
Time after engine start	16 min. and 40 sec. or more
ECT (Engine coolant temperature)	-15°C (5°F) or more
ATF sensor circuit	Not circuit malfunction
ECT sensor circuit	Not circuit malfunction
IAT sensor circuit	Not circuit malfunction
ETCS	Not circuit malfunction

### Condition (A):

Time after engine start	18 min. and 20 sec.
Driving distance after engine start	9 km (5.6 mile) or more

IAT (Intake air temperature) (12 sec. after starting engine)	-10°C (14°F) or more
ECT (12 sec. after starting engine)	-10°C (14°F) or more

**Condition (B):**

ECT (Current temperature)	60°C (140°F) or more
ECT (12 sec. after engine start)	Less than 35°C (95°F)

**TYPICAL MALFUNCTION THRESHOLDS****Condition (A):**

ATF temperature sensor	Less than 20°C (68°F)
------------------------	-----------------------

**Condition (B):**

ATF temperature sensor	110°C (230°F) or more
------------------------	-----------------------

**COMPONENT OPERATING RANGE**

ATF temperature sensor	Atmospheric temperature - approximately 130°C (266°F)
------------------------	---

**WIRING DIAGRAM**

Refer to DTC P0710 (see page [AX-52](#)).

**INSPECTION PROCEDURE****HINT:**

Using the intelligent tester's DATA LIST allows switch, sensor, actuator and other item values to be read without removing any parts. Reading the DATA LIST early in troubleshooting is one way to save time.

**NOTICE:**

**In the table below, the values listed under "Normal Condition" are reference values. Do not depend solely on these reference values when deciding whether a part is faulty or not.**

1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST.
6. Follow the instructions on the tester and read the DATA LIST.

**ECM:**

Item	Measurement Item/ Range (Display)	Normal Condition	Diagnostic Note
A/T OIL TEMP1	ATF temperature sensor value/ Min.: -40°C (-40°F) Max.: 215°C (419°F)	<ul style="list-style-type: none"> <li>• After stall test: Approximately 80°C (176°F)</li> <li>• Equal to ambient temperature while engine is cold</li> </ul>	If value is -40°C (-40°F) or "150°C (302°F) or more", ATF temperature sensor circuit is open or short circuited

**HINT:**

- When DTC P0712 is output and the tester output is 150°C (302°F) or more, there is a short circuit.
  - When DTC P0713 is output and the tester output is -40°C (-40°F), there is an open circuit.
- Measure the resistance between terminal THO1 (THO) and the body ground.

Temperature Displayed	Malfunction
-40°C (-40°F)	Open circuit
150°C (302°F) or more	Short circuit

**HINT:**

- If a circuit related to the ATF temperature sensor becomes open, P0713 is set in approximately 0.5 seconds.
- It is not necessary to inspect the circuit when P0711 is set.

1

CHECK OTHER DTC OUTPUT (IN ADDITION TO DTC P0711)

- (a) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (b) Turn the ignition switch ON and turn the tester ON.
- (c) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
- (d) Read the DTCs using the tester.

Result

Display (DTC output)	Proceed to
Only P0711 is output	A
P0711 and other DTCs are output	B

HINT:  
If any other codes besides P0711 are output, perform troubleshooting for those DTCs first.

B

GO TO DTC OUTPUT

A

2

CHECK TRANSAXLE FLUID LEVEL

OK:  
Automatic transaxle fluid level is correct.

NG

ADD FLUID

OK

REPAIR OR REPLACE TRANSMISSION WIRE

**DTC****P0717****Input Speed Sensor Circuit No Signal****DESCRIPTION**

This sensor detects the rotation speed of the turbine, which shows the input revolution of the transaxle. By comparing the input speed signal (NT) with the counter gear speed sensor signal (NC), the ECM detects the shift timing of the gears and controls the engine torque and hydraulic pressure according to various conditions. As a result, smooth gear shifting is achieved.

DTC No.	DTC Detection Condition	Trouble Area
P0717	ECM detects conditions (a), (b) and (c) continuously for 5 sec. or more (1 trip detection logic): (a) Vehicle speed: 50 km/h (31 mph) or more (b) Park/Neutral position switch (NSW, R and L) is OFF (c) Speed sensor NT: Less than 300 rpm	<ul style="list-style-type: none"> <li>• Open or short in speed sensor NT circuit</li> <li>• Speed sensor NT</li> <li>• ECM</li> </ul>

**MONITOR DESCRIPTION**

This DTC indicates that a pulse is not output from the speed sensor NT (input speed sensor) or is output only a little. The NT terminal of the ECM detects the revolving signal from the speed sensor (NT) (input RPM). The ECM outputs a gear shift signal comparing the input speed sensor (NT) with the output speed sensor (NC).

While the vehicle is operating in the 2nd, 3rd, 4th or 5th gear position with the shift lever on D, if the input shaft revolution is less than 300 rpm\*1 and the output shaft revolution is 1,000 rpm or more\*2, the ECM detects the trouble, illuminates the MIL and stores the DTC.

HINT:

\*1: Pulse is not output or is irregularly output.

\*2: The vehicle speed is approximately 50 km/h (31 mph) or more.

**MONITOR STRATEGY**

Related DTCs	P0717: Speed sensor (NT)/Verify pulse input
Required sensors/Components	Speed sensor (NT), Speed sensor (NC)
Frequency of operation	Continuous
Duration	5 sec.
MIL operation	Immediate
Sequence of operation	None

**TYPICAL ENABLING CONDITIONS**

The monitor will run whenever these DTCs are not present.	P0500 (VSS) P0748 - P0798 (Trans solenoid (Range))
Shift change	Shift change is completed before starting next shift change operation
ECM selected gear	2nd, 3rd, 4th or 5th
Output shaft rpm	1,000 rpm or more
NSW switch	OFF
R switch	OFF
L switch	OFF
Engine	Running
Ignition switch	ON
Starter	OFF

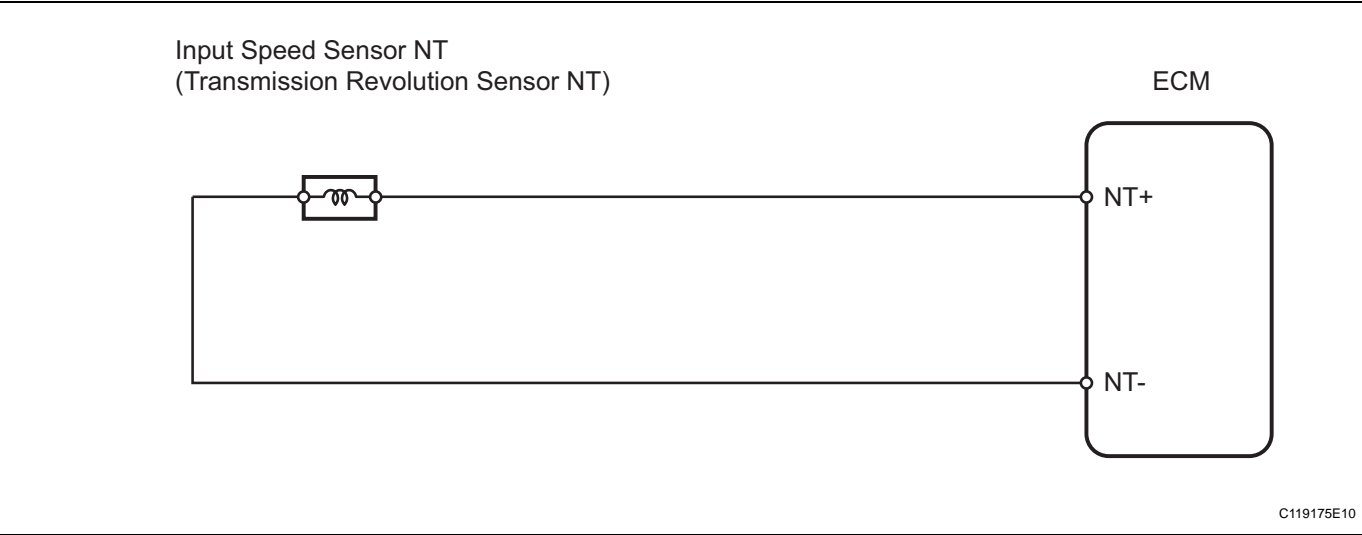
TYPICAL MALFUNCTION THRESHOLDS

Sensor signal rpm	Less than 300 rpm
-------------------	-------------------

COMPONENT OPERATING RANGE

Speed sensor (NT)	Input speed is equal to engine speed when lock-up ON.
-------------------	---

WIRING DIAGRAM



INSPECTION PROCEDURE

- HINT:  
Using the intelligent tester's DATA LIST allows switch, sensor, actuator and other item values to be read without removing any parts. Reading the DATA LIST early in troubleshooting is one way to save time.
- NOTICE:**  
In the table below, the values listed under "Normal Condition" are reference values. Do not depend solely on these reference values when deciding whether a part is faulty or not.
1. Warm up the engine.
  2. Turn the ignition switch OFF.
  3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
  4. Turn the ignition switch ON and turn the tester ON.
  5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST.
  6. Follow the instructions on the tester and read the DATA LIST.

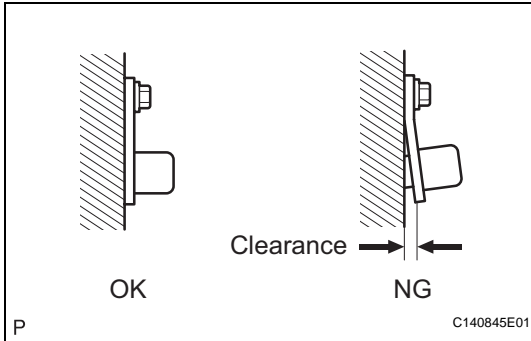
ECM:

Item	Measurement Item/ Range (Display)	Normal Condition	Diagnostic Note
SPD (NT)	Input turbine speed/ Min.: 0 rpm Max.: 12,750 rpm	<ul style="list-style-type: none"><li>• Lock-up ON (after warming up engine): Input turbine speed (NT) is equal to engine speed.</li><li>• Lock-up OFF (idling with shift lever on N): Input turbine speed (NT) is nearly equal to engine speed.</li></ul>	Data is displayed in increments of 50 rpm

- HINT:
- SPD (NT) is always 0 rpm while driving:  
Open or short in the sensor or circuit.

- SPD (NT) is always more than 0 rpm and less than 300 rpm while driving the vehicle at 50 km/h (31 mph) or more:  
Sensor trouble, improper installation, or intermittent connection trouble of the circuit.

## 1 INSPECT SPEED SENSOR (INSTALLATION)



- (a) Check the speed sensor NT installation.

**OK:**

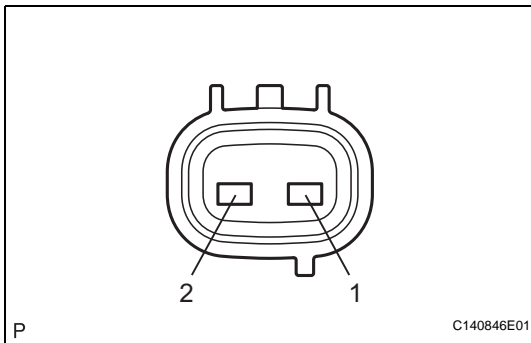
Installation bolt is tightened properly and there is no clearance between the sensor and transaxle case.

**NG**

**SECURELY INSTALL SENSOR OR REPLACE SPEED SENSOR**

**OK**

## 2 INSPECT SPEED SENSOR NT



- (a) Disconnect the B28 sensor connector from the transaxle.  
(b) Measure the resistance of the sensor.

**Standard resistance**

Tester Connection	Condition	Specified Condition
1 - 2	20°C (68°F)	560 to 680 $\Omega$

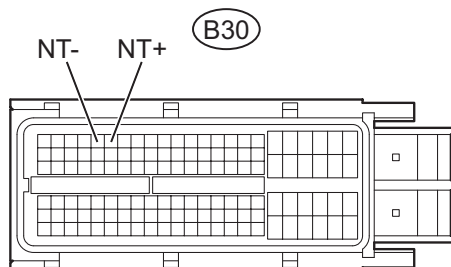
**NG**

**REPLACE SPEED SENSOR NT**

**OK**

## 3 CHECK WIRE HARNESS (SPEED SENSOR - ECM)

Wire Harness Side



- (a) Disconnect the B30 ECM connector.  
(b) Measure the resistance of the wire harness side connector.

**Standard resistance**

Tester Connection	Condition	Specified Condition
B30-6 (NT+) - B30-5 (NT-)	20°C (68°F)	560 to 680 $\Omega$
B30-6 (NT+) - Body ground	20°C (68°F)	10 k $\Omega$ or higher
B30-5 (NT-) - Body ground	20°C (68°F)	10 k $\Omega$ or higher

**NG**

**REPAIR OR REPLACE HARNESS AND CONNECTOR**

**AX**

OK

REPLACE ECM

**DTC****P0724****Brake Switch "B" Circuit High****DESCRIPTION**

The purpose of this circuit is to prevent the engine from stalling while driving in the lock-up condition when the brakes are suddenly applied.

When the brake pedal is depressed, this switch sends a signal to the ECM. Then the ECM cancels the operation of the lock-up clutch while braking is in progress.

DTC No.	DTC Detection Condition	Trouble Area
P0724	Stop light switch remains ON even when vehicle is driven in GO (30 km/h (18.63 mph) or more) and STOP (less than 3 km/h (1.86 mph)) pattern 5 times (2 trip detection logic)	<ul style="list-style-type: none"> <li>• Short in stop light switch signal circuit</li> <li>• Stop light switch</li> <li>• ECM</li> </ul>

**MONITOR DESCRIPTION**

This DTC indicates that the stop light switch remains ON. When the stop light switch remains ON during GO and STOP driving, the ECM interprets this as a fault in the stop light switch. Then the MIL illuminates and the ECM stores the DTC. The vehicle must GO (30 km/h (18.63 mph) or more) and STOP (less than 3 km/h (1.86 mph)) 5 times for 2 driving cycles in order for the DTC to be output.

**MONITOR STRATEGY**

Related DTCs	P0724: Stop light switch/Range check/Rationality
Required sensors/Components	Stop light switch, Vehicle speed sensor
Frequency of operation	Continuous
Duration	GO and STOP 5 times
MIL operation	2 driving cycles
Sequence of operation	None

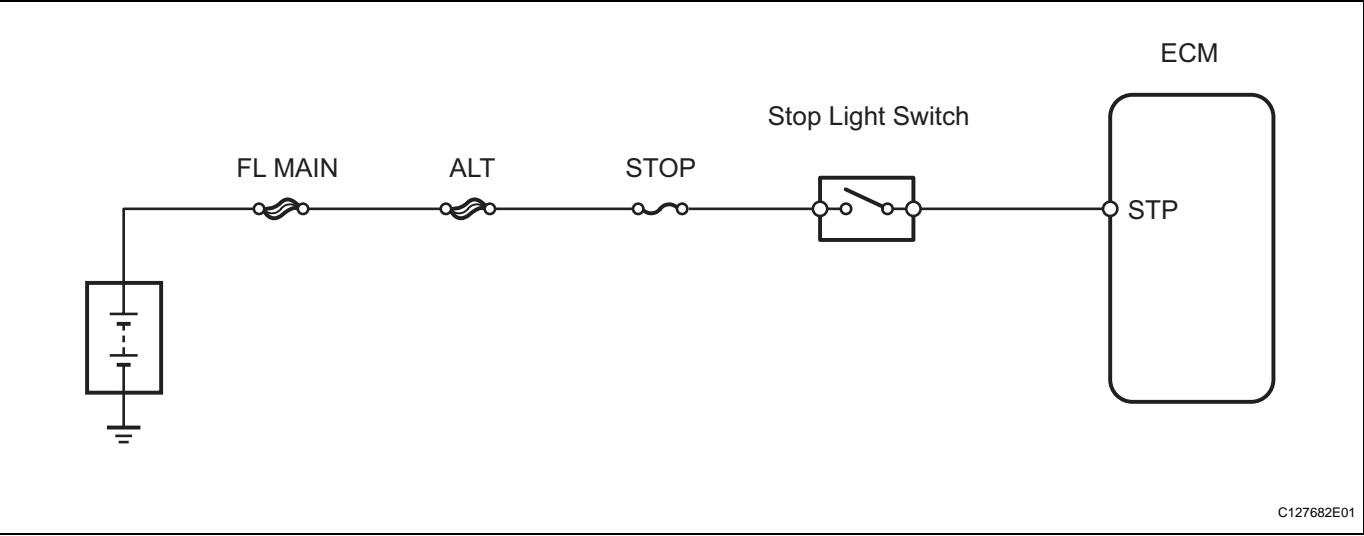
**TYPICAL ENABLING CONDITIONS**

The monitor will run whenever this DTC is not present.	None
Battery voltage	8 V or more
Starter	OFF
Ignition switch	ON
GO (Vehicle speed is 30 km/h (18.63 mph) or more)	Once
STOP (Vehicle speed is less than 3 km/h (1.86 mph))	Once

**TYPICAL MALFUNCTION THRESHOLDS**

Brake switch	Stuck ON
--------------	----------

WIRING DIAGRAM



INSPECTION PROCEDURE

**HINT:**  
Using the intelligent tester's DATA LIST allows switch, sensor, actuator and other item values to be read without removing any parts. Reading the DATA LIST early in troubleshooting is one way to save time.

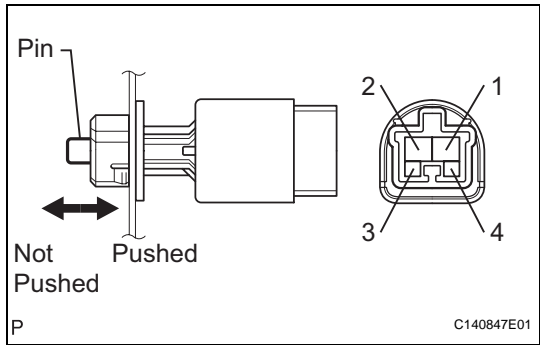
**NOTICE:**  
In the table below, the values listed under "Normal Condition" are reference values. Do not depend solely on these reference values when deciding whether a part is faulty or not.

1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST.
6. Follow the instructions on the tester and read the DATA LIST.

Item	Measurement Item/ Range (Display)	Normal Condition	Diagnostic Note
STOP LIGHT SW	Stop light switch status/ ON or OFF	<ul style="list-style-type: none"><li>• Brake pedal is depressed: ON</li><li>• Brake pedal is released: OFF</li></ul>	-

1

INSPECT STOP LIGHT SWITCH



- (a) Remove the A3 stop light switch.
- (b) Measure the resistance of the switch.

Standard resistance

Tester Connection	Switch Condition	Specified Condition
1 - 2	Pin pushed (pedal released)	Below 1 $\Omega$
1 - 2	Pin not pushed (pedal depressed)	10 k $\Omega$ or higher
3 - 4	Pin pushed (pedal released)	10 k $\Omega$ or higher
3 - 4	Pin not pushed (pedal depressed)	Below 1 $\Omega$

NG

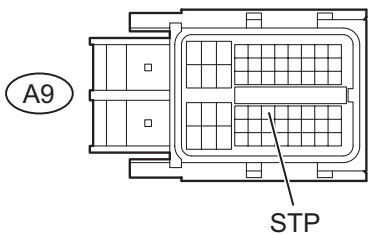
REPLACE STOP LIGHT SWITCH

OK

2

CHECK WIRE HARNESS (ECM - BATTERY)

Wire Harness Side



A115671E17

(a) Measure the voltage of the wire harness side connector.  
**Standard voltage**

Tester Connection	Condition	Specified Condition
A9-36 (STP) - Body ground	Brake pedal is depressed	10 to 14 V
A9-36 (STP) - Body ground	Brake pedal is released	Below 1 V

NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE ECM

<b>DTC</b>	<b>P0741</b>	<b>Torque Converter Clutch Solenoid Performance (Shift Solenoid Valve DSL)</b>
------------	--------------	--

## DESCRIPTION

The ECM uses the signals from the throttle position sensor, air-flow meter, turbine (input) speed sensor, intermediate (counter) shaft speed sensor and crankshaft position sensor to monitor the engagement condition of the lock-up clutch.

Then the ECM compares the engagement condition of the lock-up clutch with the lock-up schedule in the ECM memory to detect mechanical problems of the shift solenoid valve DSL, valve body and torque converter clutch.

DTC No.	DTC Detection Condition	Trouble Area
P0741	Lock-up does not occur when driving in the lock-up range (normal driving at 80 km/h [50 mph]), or lock up remains ON in the lock-up OFF range (2 trip detection logic)	<ul style="list-style-type: none"> <li>Shift solenoid valve DSL remains open or closed</li> <li>Valve body is blocked</li> <li>Shift solenoid valve DSL</li> <li>Torque converter clutch</li> <li>Automatic transaxle (clutch, brake, gear, etc.)</li> <li>Line pressure is too low</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

Torque converter lock-up is controlled by the ECM based on the speed sensor (NT), speed sensor (NC), engine rpm, engine load, engine temperature, vehicle speed, transmission temperature, and gear selection. The ECM determines the lock-up status of the torque converter by comparing the engine rpm (NE) to the input turbine rpm (NT). The ECM calculates the actual transmission gear by comparing input turbine rpm (NT) to counter gear rpm (NC). When conditions are appropriate, the ECM requests "lock-up" by applying control voltage to the shift solenoid DSL. When the DSL is turned on, it applies pressure to the lock-up relay valve and locks the torque converter clutch.

If the ECM detects no lock-up after lock-up has been requested or if it detects lock-up when it is not requested, the ECM interprets this as a fault in the shift solenoid valve DSL or lock-up system performance. The ECM will turn on the MIL and store the DTC.

HINT:

Example:

When either of the following is met, the system judges it as a malfunction.

- There is a difference in rotation between the input side (engine speed) and output side (input turbine speed) of the torque converter when the ECM commands lock-up.  
(Engine speed is at least 75 rpm greater than input turbine speed.)
- There is no difference in rotation between the input side (engine speed) and output side (input turbine speed) of the torque converter when the ECM commands lock-up off.  
(The difference between engine speed and input turbine speed is less than 35 rpm.)

## MONITOR STRATEGY

Related DTCs	P0741: Shift solenoid valve DSL/OFF malfunction Shift solenoid valve DSL/ON malfunction
Required sensors/Components	Shift solenoid valve DSL, Speed sensor (NT), Speed sensor (NC), Crankshaft position sensor (NE), Throttle position sensor (VPA1), Mass air flow sensor (MAF), Transmission temperature sensor (THO1), Engine coolant temperature sensor (ECT)
Frequency of operation	Continuous
Duration	OFF malfunction 3.5 sec. ON malfunction 1.8 sec.

MIL operation	2 driving cycles
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### ALL:

The monitor will run whenever these DTCs are not present.	P0115 - P0118 (ECT sensor) P0125 (Insufficient ECT for closed loop) P0500 (VSS) P0748, P0778, P0798 (Shift solenoid valve (range))
ECT (Engine coolant temperature)	10°C (50°F) or more
Transmission range	"D"
ATF temperature	-20°C (-4°F) or more
ATF temperature sensor circuit	Not circuit malfunction
ECT sensor circuit	Not circuit malfunction
Turbine speed sensor circuit	Not circuit malfunction
Intermediate shaft speed sensor circuit	Not circuit malfunction
Output speed sensor circuit	Not circuit malfunction
Shift solenoid valve SL1 circuit	Not circuit malfunction
Shift solenoid valve SL2 circuit	Not circuit malfunction
Shift solenoid valve SL3 circuit	Not circuit malfunction
Shift solenoid valve S4 circuit	Not circuit malfunction
Shift solenoid valve SR circuit	Not circuit malfunction
Shift solenoid valve DSL circuit	Not circuit malfunction
Electronic throttle system	Not circuit malfunction

### OFF malfunction

ECM lock-up command	ON
ECM selected gear	3rd, 4th or 5th
Vehicle speed	25 km/h (15.5 mph) or more

### ON malfunction

ECM lock-up command	OFF
ECM selected gear	3rd, 4th or 5th
Throttle valve opening angle	7% or more
Vehicle speed	25 to 60 km/h (15.5 to 37.3 mph)

## TYPICAL MALFUNCTION THRESHOLDS

Either of the following conditions is met: OFF malfunction or ON malfunction

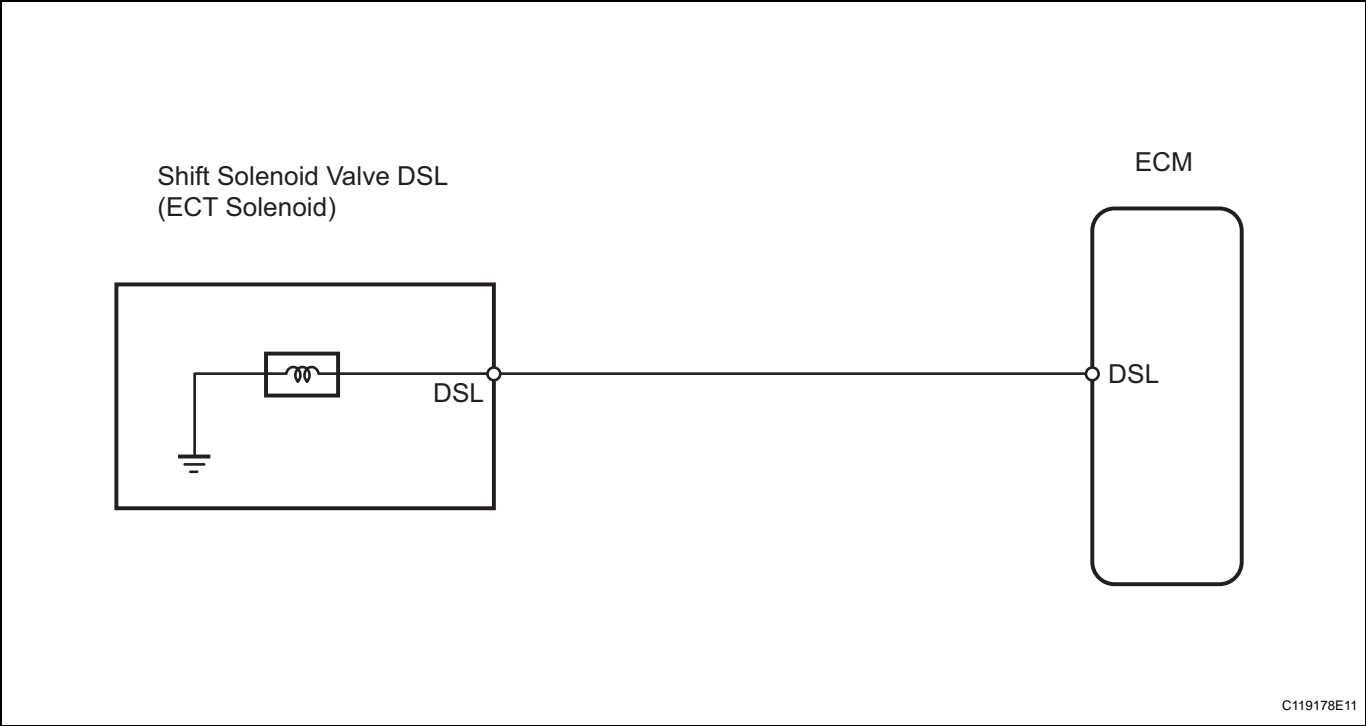
### OFF malfunction:

Engine Speed - Input (turbine) speed	100 rpm or more
--------------------------------------	-----------------

### ON malfunction:

Difference between engine speed and input (turbine) speed	Less than 35 rpm
---	------------------

WIRING DIAGRAM



INSPECTION PROCEDURE

**HINT:**  
Performing the intelligent tester's ACTIVE TEST allows relay, VSV, actuator and other items to be operated without removing any parts. Performing the ACTIVE TEST early in troubleshooting is one way to save time.

The DATA LIST can be displayed during the ACTIVE TEST.

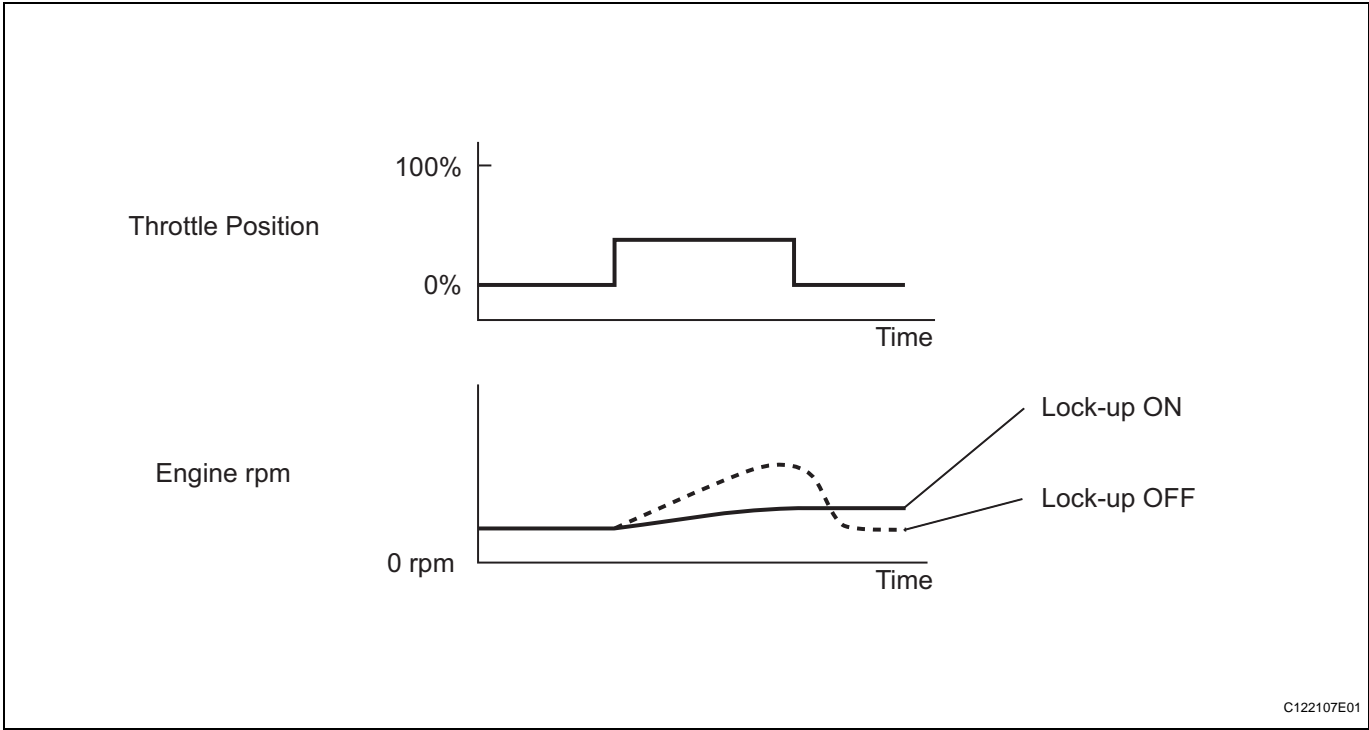
1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
6. Follow the instructions on the tester and perform the ACTIVE TEST.

**ECM:**

Item	Test Details	Diagnostic Note
LOCK UP	[Test Details] Control shift solenoid DSL to set automatic transaxle to the lock-up condition [Vehicle Condition] <ul style="list-style-type: none"><li>• Throttle valve opening angle: Less than 35%</li><li>• Vehicle speed: 60 km/h (36 mph) or more</li></ul>	Possible to check shift solenoid valve DSL operation

- HINT:**
- This test can be conducted when the vehicle speed is 60 km/h (36 mph) or more.
  - This test can be conducted in the 5th gear.
7. Lightly depress the accelerator pedal and check that the engine speed does not change abruptly.

- HINT:**
- When changing the accelerator pedal opening angle while driving, if the engine speed does not change, lock-up is ON.
  - Slowly release the accelerator pedal in order to decelerate. (Do not fully release the pedal as that will close the throttle valve and lock-up may be turned OFF.)



1

CHECK OTHER DTC OUTPUT (IN ADDITION TO DTC P0741)

- (a) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (b) Turn the ignition switch ON and turn the tester ON.
- (c) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
- (d) Read the DTCs using the tester.

Result

Display (DTC output)	Proceed to
Only P0741 is output	A
P0741 and other DTCs are output	B

HINT:  
If any other codes besides P0741 are output, perform troubleshooting for those DTCs first.

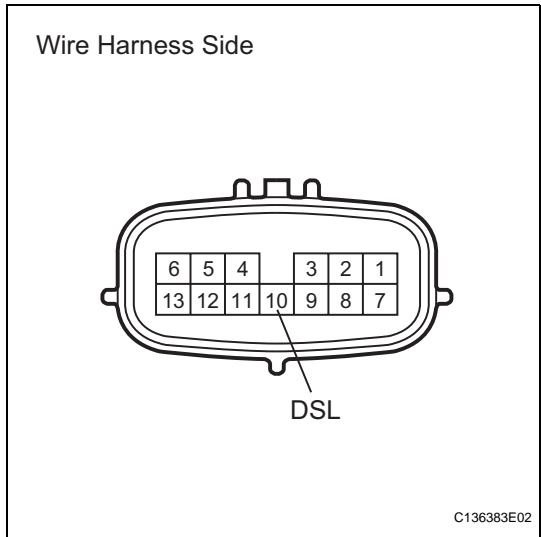
B

GO TO DTC CHART

A

2

INSPECT TRANSMISSION WIRE (SHIFT SOLENOID VALVE DSL)



OK

- (a) Disconnect the B32 wire connector.  
(b) Measure the resistance of the transmission wire.  
**Standard resistance**

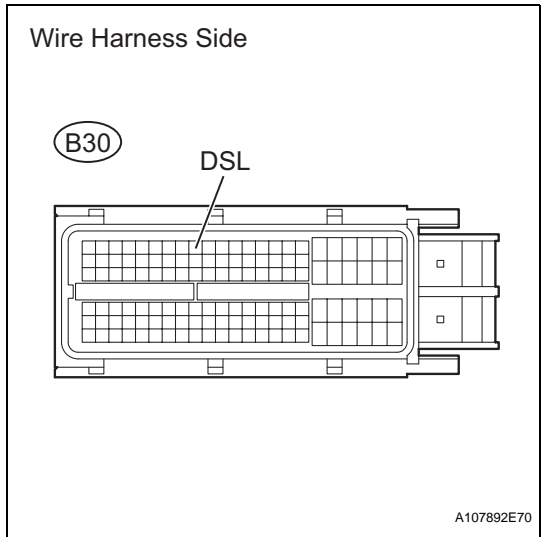
Tester Connection	Condition	Specified Condition
10 (DSL) - Body ground	20°C (68°F)	11 to 13 $\Omega$

NG

Go to step 4

3

CHECK WIRE HARNESS (TRANSMISSION WIRE - ECM)



OK

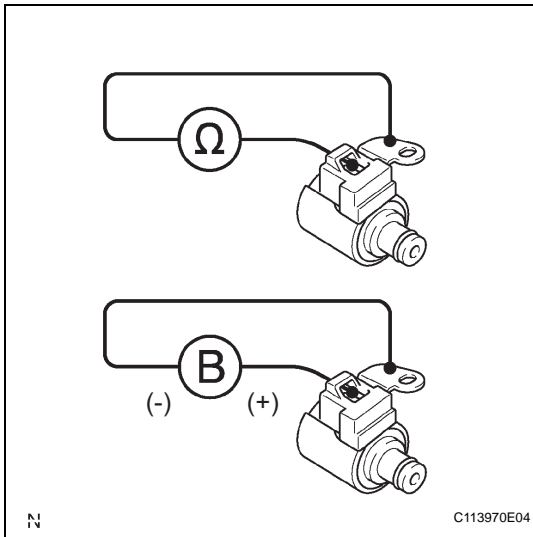
- (a) Disconnect the B30 ECM connector.  
(b) Measure the resistance of the wire harness side connector.  
**Standard resistance**

Tester Connection	Condition	Specified Condition
B30-9 (DSL) - Body ground	20°C (68°F)	11 to 13 $\Omega$

NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

REPLACE ECM

**4 INSPECT SHIFT SOLENOID VALVE DSL**

- (a) Remove the shift solenoid valve DSL.
- (b) Measure the resistance of the solenoid valve.  
**Standard resistance:**  
**11 to 13  $\Omega$  at 20°C (68°F)**
- (c) Connect the battery's positive (+) lead to the terminal of the solenoid valve connector, and the negative (-) lead to the solenoid body. Then check that the valve moves and makes an operating noise.

**OK:****Valve moves and makes operating noise.****NG****REPLACE SHIFT SOLENOID VALVE DSL****OK****5 CHECK TRANSMISSION WIRE****OK:**

The connectors and pins are securely installed.  
There is no open or short on the wire harness.

**NG****REPAIR OR REPLACE TRANSMISSION WIRE****OK****6 INSPECT TRANSMISSION VALVE BODY ASSEMBLY**

- (a) Check the transmission valve body assembly.

**OK:****There are no foreign objects on each valve.****NG****REPAIR OR REPLACE TRANSMISSION VALVE BODY ASSEMBLY****OK****7 INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY**

- (a) Check the torque converter clutch assembly (see page [AX-178](#)).

**OK:****The torque converter clutch operates normally.****NG****REPLACE TORQUE CONVERTER CLUTCH ASSEMBLY****AX**

OK

REPAIR AUTOMATIC TRANSAXLE ASSEMBLY

<b>DTC</b>	<b>P0746</b>	<b>Pressure Control Solenoid "A" Performance (Shift Solenoid Valve SL1)</b>
------------	--------------	---

**DESCRIPTION**

The ECM uses signals from the vehicle speed sensor to detect the actual gear position (1st, 2nd, 3rd, 4th or 5th gear).

Then the ECM compares the actual gear with the shift schedule in the ECM memory to detect mechanical problems of the shift solenoid valves, valve body or automatic transaxle (clutch, brake, gear, etc.).

DTC No.	DTC Detection Condition	Trouble Area
P0746	Gear required by the ECM does not match the actual gear when driving (2 trip detection logic)	<ul style="list-style-type: none"> <li>Shift solenoid valve SL1 remains open or closed</li> <li>Valve body is blocked</li> <li>Shift solenoid valve SL1</li> <li>Automatic transaxle (clutch, brake, gear, etc.)</li> <li>ECM</li> </ul>

**MONITOR DESCRIPTION**

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. According to the input shaft revolution, intermediate (counter) shaft revolution and output shaft revolution, the ECM detects the actual gear position (1st, 2nd, 3rd, 4th or 5th gear position). When the gear position commanded by the ECM and the actual gear position are not the same, the ECM illuminates the MIL.

HINT:

Example:

When either condition (a) or (b) is met, the ECM detects a malfunction.

(a) The ECM commands the 1st gear, but the actual gear is 2nd.

(b) The ECM commands the 2nd gear, but the actual gear is 1st.

**MONITOR STRATEGY**

Related DTCs	P0746: Shift solenoid valve SL1/OFF malfunction Shift solenoid valve SL1/ON malfunction
Required sensors/Components	Shift solenoid valve SL1, Speed sensor (NT), Speed sensor (NC), Crankshaft position sensor (NE)
Frequency of operation	Continuous
Duration	0.8 sec.
MIL operation	2 driving cycles
Sequence of operation	None

**TYPICAL ENABLING CONDITIONS**

**ALL:**

The monitor will run whenever these DTCs are not present.	P0115 - P0118 (ECT sensor) P0125 (Insufficient ECT for closed loop) P0500 (VSS) P0748, P0778, P0798 (Shift solenoid valve (range))
ECT (Engine coolant temperature)	10°C (50°F) or more
Transmission range	"D"
ATF temperature	-20°C (-4°F) or more
ATF temperature sensor circuit	Not circuit malfunction
ECT sensor circuit	Not circuit malfunction
Turbine speed sensor circuit	Not circuit malfunction
Intermediate shaft speed sensor circuit	Not circuit malfunction

Output speed sensor circuit	Not circuit malfunction
Shift solenoid valve SL1 circuit	Not circuit malfunction
Shift solenoid valve SL2 circuit	Not circuit malfunction
Shift solenoid valve SL3 circuit	Not circuit malfunction
Shift solenoid valve S4 circuit	Not circuit malfunction
Shift solenoid valve SR circuit	Not circuit malfunction
Shift solenoid valve DSL circuit	Not circuit malfunction
Electronic throttle system	Not circuit malfunction

**OFF malfunction:**

ECM selected gear	1st
Vehicle speed	Less than 40 km/h (24.9 mph)
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**ON malfunction:**

ECM selected gear	2nd
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**TYPICAL MALFUNCTION THRESHOLDS**

**Either of the following conditions is met: OFF malfunction or ON malfunction**

**OFF malfunction:**

2 detections are necessary per driving cycle:

1st detection: temporary flag ON

2nd detection: pending fault code ON

Input (turbine) speed/Intermediate shaft speed	1.49 to 1.63
--	--------------

**ON malfunction:**

Input (turbine) speed/Intermediate shaft speed	2.72 to 2.86
--	--------------

**INSPECTION PROCEDURE****HINT:**

Performing the intelligent tester's ACTIVE TEST allows relay, VSV, actuator and other items to be operated without removing any parts. Performing the ACTIVE TEST early in troubleshooting is one way to save time.

The DATA LIST can be displayed during the ACTIVE TEST.

1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
6. Follow the instructions on the tester and perform the ACTIVE TEST.

**HINT:**

While driving, the shift position can be forcibly changed with the tester. Comparing the shift position commanded by the ACTIVE TEST with the actual shift position enables you to confirm the problem (see page [AX-35](#)).

**ECM:**

Item	Test Details	Diagnostic Note
SHIFT	[Test Details] Operate shift solenoid valve and set each shift lever position by yourself [Vehicle Condition] <ul style="list-style-type: none"><li>• IDL: ON</li><li>• 50 km/h (31 mph) or less</li></ul> [Other information] <ul style="list-style-type: none"><li>• Press "→" button: Shift up</li><li>• Press "←" button: Shift down</li></ul>	Possible to check operation of shift solenoid valves

**HINT:**

- This test can be conducted when the vehicle speed is 50 km/h (31 mph) or more.
- This shift position commanded by the ECM is shown in the DATA LIST/SHIFT display on the tester.

**1****CHECK OTHER DTC OUTPUT (IN ADDITION TO DTC P0746)**

- Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- Turn the ignition switch ON and turn the tester ON.
- Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
- Read the DTCs using the tester.

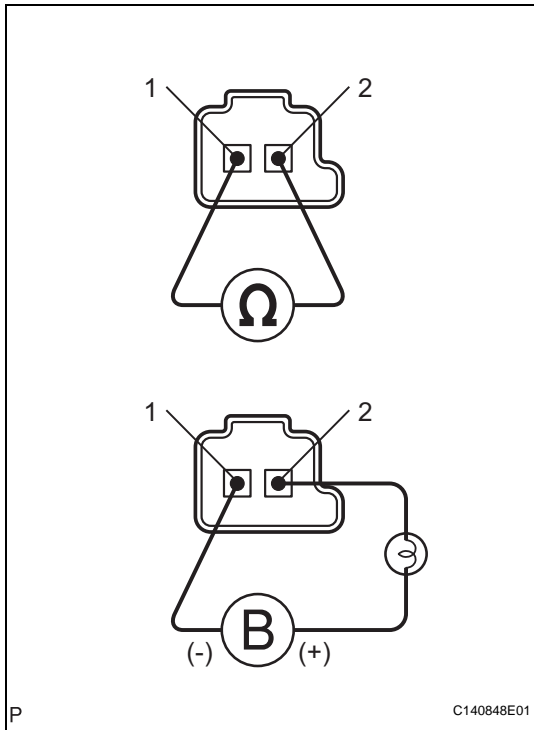
**Result**

Display (DTC output)	Proceed to
Only P0746 is output	A
P0746 and other DTCs are output	B

**HINT:**

If any other codes besides P0746 are output, perform the troubleshooting for those DTCs first.

**B****GO TO DTC CHART****A**

**2 INSPECT SHIFT SOLENOID VALVE SL1**

- (a) Remove the shift solenoid valve SL1.  
(b) Measure the resistance of the solenoid valve.

**Standard resistance:**

**5.0 to 5.6  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead with a 21 W bulb to terminal 2 and the negative (-) lead to terminal 1 of the solenoid valve connector. Then check that the valve moves and makes an operating noise.

**OK:**

**Valve moves and makes operating noise.**

**NG**

**REPLACE SHIFT SOLENOID VALVE SL1**

**OK**

**3 INSPECT TRANSMISSION VALVE BODY ASSEMBLY**

- (a) Check the transmission valve body assembly.

**OK:**

**There are no foreign objects on each valve.**

**NG**

**REPAIR OR REPLACE TRANSMISSION VALVE BODY ASSEMBLY**

**OK**

**4 INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY**

- (a) Check the torque converter clutch assembly (see page [AX-178](#)).

**OK:**

**The torque converter clutch operates normally.**

**NG**

**REPLACE TORQUE CONVERTER CLUTCH ASSEMBLY**

**OK**

<b>DTC</b>	<b>P0748</b>	<b>Pressure Control Solenoid "A" Electrical (Shift Solenoid Valve SL1)</b>
------------	--------------	--

## DESCRIPTION

Shifting from 1st to 5th is performed in combination with the ON and OFF operation of the shift solenoid valves SL1, SL2, SL3, S4 and SR, which are controlled by the ECM. If an open or short circuit occurs in any of the shift solenoid valves, the ECM controls the remaining normal shift solenoid valves to allow the vehicle to be operated safely (see page [AX-35](#)).

DTC No.	DTC Detection Condition	Trouble Area
P0748	Duty cycle to shift solenoid valve SL1 is 100% (1 trip detection logic)	<ul style="list-style-type: none"> <li>Open or short in shift solenoid valve SL1 circuit</li> <li>Shift solenoid valve SL1</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. When there is an open or short circuit in any shift solenoid valve circuit, the ECM detects the problem and illuminates the MIL and stores the DTC. And the ECM performs the fail-safe function and turns the other normal shift solenoid valves ON/OFF. In case of an open or short circuit, the ECM stops sending current to the circuit (see page [AX-35](#)).

## MONITOR STRATEGY

Related DTCs	P0748: Shift solenoid valve SL1/Range check
Required sensors/Components	Shift solenoid valve SL1
Frequency of operation	Continuous
Duration	1 sec.
MIL operation	Immediate
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

The monitor will run whenever this DTC is not present.	None
Battery voltage	10 V or more
Starter	OFF
Ignition switch	ON

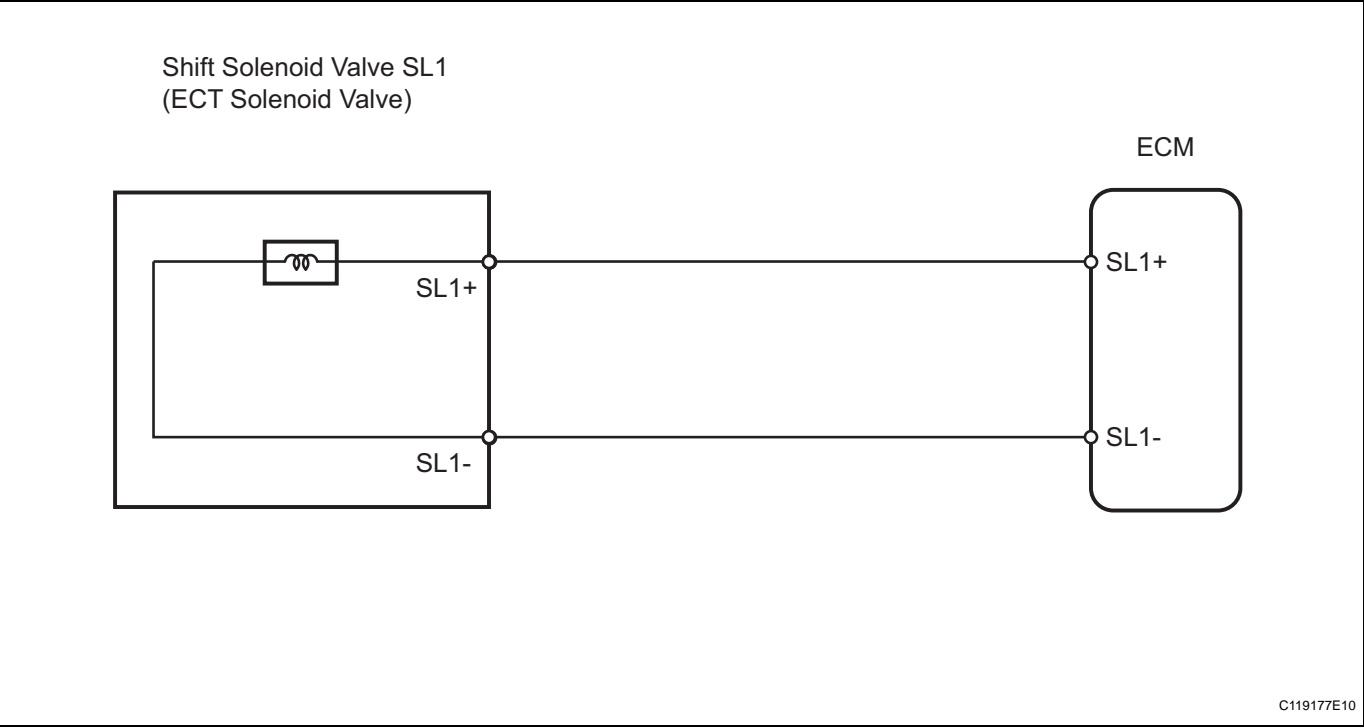
## TYPICAL MALFUNCTION THRESHOLDS

Output signal duty	100%
--------------------	------

## COMPONENT OPERATING RANGE

Output signal duty	Less than 100%
--------------------	----------------

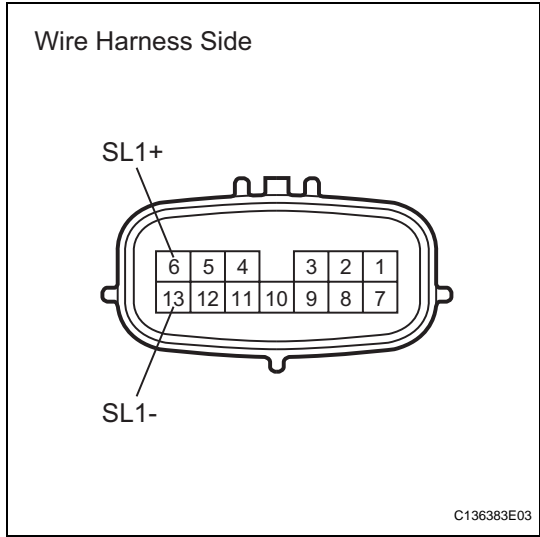
WIRING DIAGRAM



INSPECTION PROCEDURE

1

INSPECT TRANSMISSION WIRE (SHIFT SOLENOID VALVE SL1)



- (a) Disconnect the B32 wire connector.  
(b) Measure the resistance of the transmission wire.
- Standard resistance**

Tester Connection	Condition	Specified Condition
6 (SL1+) - 13 (SL1-)	20°C (68°F)	5.0 to 5.6 Ω
6 (SL1+) - Body ground	20°C (68°F)	1 MΩ or higher
13 (SL1-) - Body ground	20°C (68°F)	1 MΩ or higher

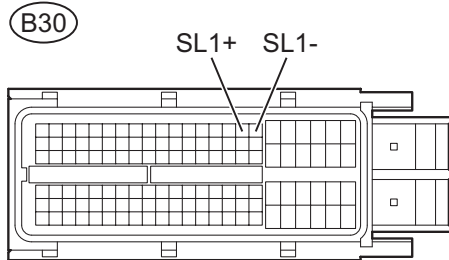
NG

Go to step 3

OK

**2****CHECK WIRE HARNESS (TRANSMISSION WIRE - ECM)**

Wire Harness Side

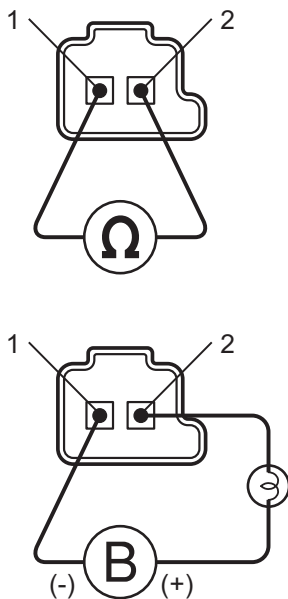


A107892E71

- (a) Disconnect the B30 ECM connector.
- (b) Measure the resistance of the wire harness side connector.

**Standard resistance**

Tester Connection	Condition	Specified Condition
B30-16 (SL1+) - B30-17 (SL1-)	20°C (68°F)	5.0 to 5.6 $\Omega$
B30-16 (SL1+) - Body ground	20°C (68°F)	1 M $\Omega$ or higher
B30-17 (SL1-) - Body ground	20°C (68°F)	1 M $\Omega$ or higher

**NG****REPAIR OR REPLACE HARNESS AND CONNECTOR****OK****REPLACE ECM****3****INSPECT SHIFT SOLENOID VALVE SL1**

P

C140848E01

- (a) Remove the shift solenoid valve SL1.
- (b) Measure the resistance of the solenoid valve.

**Standard resistance:****5.0 to 5.6  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead with a 21 W bulb to terminal 2 and the negative (-) lead to terminal 1 of the solenoid valve connector. Then check that the valve moves and makes an operating noise.

**OK:****Valve moves and makes operating noise.****NG****REPLACE SHIFT SOLENOID VALVE SL1****OK****REPAIR OR REPLACE TRANSMISSION WIRE**

<b>DTC</b>	<b>P0766</b>	<b>Shift Solenoid "D" Performance (Shift Solenoid Valve S4)</b>
------------	--------------	---

## SYSTEM DESCRIPTION

The ECM uses signals from the vehicle speed sensor to detect the actual gear position (1st, 2nd, 3rd, 4th or 5th gear).

Then the ECM compares the actual gear with the shift schedule in the ECM memory to detect mechanical problems of the shift solenoid valves, valve body or automatic transaxle (clutch, brake, gear, etc.).

DTC No.	DTC Detection Condition	Trouble Area
P0766	Gear required by the ECM does not match the actual gear when driving (2 trip detection logic)	<ul style="list-style-type: none"> <li>Shift solenoid valve S4 remains open or closed</li> <li>Valve body is blocked</li> <li>Shift solenoid valve S4</li> <li>Automatic transaxle (clutch, brake, gear, etc.)</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. According to the input shaft revolution, intermediate (counter) shaft revolution and output shaft revolution, the ECM detects the actual gear position (1st, 2nd, 3rd, 4th or 5th gear position). When the gear position commanded by the ECM and the actual gear position are not the same, the ECM illuminates the MIL and stores the DTC.

## MONITOR STRATEGY

Related DTCs	P0766: Shift solenoid valve S4/OFF malfunction Shift solenoid valve S4/ON malfunction
Required sensors/Components	Shift solenoid valve S4, Speed sensor (NT), Speed sensor (NC), Crankshaft position sensor (NE)
Frequency of operation	Continuous
Duration	OFF malfunction (A) and ON malfunction (B) 1 sec. OFF malfunction (B) 1.2 sec. ON malfunction (A) 0.8 sec.
MIL operation	2 driving cycles
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

All:

The monitor will run whenever these DTCs are not present.	P0115 - P0118 (ECT sensor) P0125 (Insufficient ECT for closed loop) P0500 (VSS) P0748, P0778, P0798 (Shift solenoid valve (range))
ECT (Engine coolant temperature)	10°C (50°F) or more
Transmission range	"D"
ATF temperature	-20°C (-4°F) or more
ATF temperature sensor circuit	Not circuit malfunction
ECT sensor circuit	Not circuit malfunction
Turbine speed sensor circuit	Not circuit malfunction
Intermediate shaft speed sensor circuit	Not circuit malfunction
Output speed sensor circuit	Not circuit malfunction

Shift solenoid valve SL1 circuit	Not circuit malfunction
Shift solenoid valve SL2 circuit	Not circuit malfunction
Shift solenoid valve SL3 circuit	Not circuit malfunction
Shift solenoid valve S4 circuit	Not circuit malfunction
Shift solenoid valve SR circuit	Not circuit malfunction
Shift solenoid valve DSL circuit	Not circuit malfunction
Electronic throttle system	Not circuit malfunction

**OFF malfunction (A):**

ECM selected gear	5th
Throttle valve opening angle	5% or more
Vehicle speed	10 km/h (6.2 mph) or more

**OFF malfunction (B):**

ECM lock-up command	ON
ECM selected gear	3rd, 4th or 5th
Throttle valve opening angle	10% or more
Vehicle speed	25 to 100 km/h (15.5 to 62.1 mph)

**ON malfunction (A):**

ECM selected gear	4th or 5th
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**ON malfunction (B):**

ECM selected gear	4th
Throttle valve opening angle	5% or more
Vehicle speed	10 km/h (6.2 mph) or more

**TYPICAL MALFUNCTION THRESHOLDS**

**Either of the following conditions is met: OFF malfunction (A) and (B), or ON malfunction (A) and (B)**

2 detections are necessary per driving cycle:

1st detection: temporary flag ON

2nd detection: pending fault code ON

**OFF malfunction (A):**

Intermediate shaft speed/Output speed	1.44 to 1.58
---------------------------------------	--------------

**OFF malfunction (B):**

Difference between engine speed and input (turbine) speed	Less than 35 rpm
---	------------------

**ON malfunction (A):**

Input (turbine) speed/Intermediate shaft speed	0.64 to 0.74
--	--------------

**ON malfunction (B):**

Intermediate shaft speed/Output speed	1.02 to 1.16
---------------------------------------	--------------

**INSPECTION PROCEDURE****HINT:**

Performing the intelligent tester's ACTIVE TEST allows relay, VSV, actuator and other items to be operated without removing any parts. Performing the ACTIVE TEST early in troubleshooting is one way to save time.

The DATA LIST can be displayed during the ACTIVE TEST.

1. Warm up the engine.

2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
6. Follow the instructions on the tester and perform the ACTIVE TEST.

HINT:

While driving, the shift position can be forcibly changed with the tester.

Comparing the shift position commanded by the ACTIVE TEST with the actual shift position enables you to confirm the problem (see page [AX-35](#)).

**ECM:**

Item	Test Details	Diagnostic Note
SHIFT	[Test Details] Operate the shift solenoid valve and set each shift lever position by yourself [Vehicle Condition] <ul style="list-style-type: none"><li>• IDL: ON</li><li>• 50 km/h (31 mph) or less</li></ul> [Other information] <ul style="list-style-type: none"><li>• Press "→" button: Shift up</li><li>• Press "←" button: Shift down</li></ul>	Possible to check the operation of the shift solenoid valves

HINT:

- This test can be conducted when the vehicle speed is 50 km/h (31 mph) or less.
- The shift position commanded by the ECM is shown in the DATA LIST/SHIFT display on the tester.

## 1 CHECK OTHER DTC OUTPUT (IN ADDITION TO DTC P0766)

- (a) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (b) Turn the ignition switch ON and turn the tester ON.
- (c) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
- (d) Read the DTCs using the tester.

**Result**

Display (DTC output)	Proceed to
Only P0766 is output	A
P0766 and other DTCs are output	B

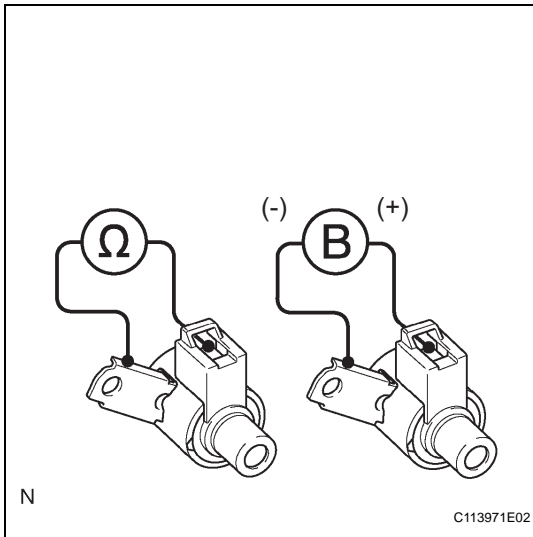
HINT:

If any other codes besides P0766 are output, perform troubleshooting for those DTCs first.

**B**

**GO TO DTC CHART**

**A**

**2 INSPECT SHIFT SOLENOID VALVE S4**

- (a) Remove the shift solenoid valve S4.
- (b) Measure the resistance between the solenoid valve terminal and solenoid valve body.

**Standard resistance:**

**11 to 15  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead to the terminal of the solenoid valve connector, and the negative (-) lead to the solenoid body. Then check that the valve moves and makes an operating noise.

**OK:**

**Valve moves and makes operating noise.**

**NG**

**REPLACE SHIFT SOLENOID VALVE S4**

**OK**

**3 INSPECT TRANSMISSION VALVE BODY ASSEMBLY**

- (a) Check the transmission valve body assembly.

**OK:**

**There are no foreign objects on each valve.**

**NG**

**REPAIR OR REPLACE TRANSMISSION VALVE BODY ASSEMBLY**

**OK**

**4 INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY**

- (a) Check the torque converter clutch assembly (see page [AX-178](#)).

**OK:**

**The torque converter clutch operates normally.**

**NG**

**REPLACE TORQUE CONVERTER CLUTCH ASSEMBLY**

**OK**

**REPAIR OR REPLACE AUTOMATIC TRANSAXLE ASSEMBLY**

<b>DTC</b>	<b>P0771</b>	<b>Shift Solenoid "E" Performance (Shift Solenoid Valve SR)</b>
------------	--------------	---

## DESCRIPTION

The ECM uses signals from the vehicle speed sensor to detect the actual gear position (1st, 2nd, 3rd, 4th or 5th gear).

Then the ECM compares the actual gear with the shift schedule in the ECM memory to detect mechanical problems of the shift solenoid valves, valve body or automatic transaxle (clutch, brake, gear, etc.).

DTC No.	DTC Detection Condition	Trouble Area
P0771	Gear required by the ECM does not match the actual gear when driving (2 trip detection logic)	<ul style="list-style-type: none"> <li>Shift solenoid valve SR remains open or closed</li> <li>Valve body is blocked</li> <li>Shift solenoid valve SR</li> <li>Automatic transaxle (clutch, brake, gear, etc.)</li> </ul>

## MONITOR DESCRIPTION

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. According to the input shaft revolution, intermediate (counter) shaft revolution and output shaft revolution, the ECM detects the actual gear position (1st, 2nd, 3rd, 4th or 5th gear position). When the gear position commanded by the ECM and the actual gear position are not the same, the ECM illuminates the MIL and stores the DTC.

## MONITOR STRATEGY

Related DTCs	P0771: Shift solenoid valve SR/Rationality check
Required sensors/Components	Shift solenoid valve SR, Speed sensor (NT), Speed sensor (NC), Crankshaft position sensor (NE)
Frequency of operation	Continuous
Duration	OFF malfunction (A) 1 sec. OFF malfunction (B) 3.5 sec. ON malfunction (A) Continuous ON malfunction (B) and (C) 0.8 sec.
MIL operation	2 driving cycles
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### All:

The monitor will run whenever these DTCs are not present.	P0115 - P0118 (ECT sensor) P0125 (Insufficient ECT for closed loop) P0500 (VSS) P0748, P0778, P0798 (Shift solenoid valve (range))
ECT (Engine coolant temperature)	10°C (50°F) or more
Transmission range	"D"
ATF temperature	-20°C (-4°F) or more
ATF temperature sensor circuit	Not circuit malfunction
ECT sensor circuit	Not circuit malfunction
Turbine speed sensor circuit	Not circuit malfunction
Intermediate shaft speed sensor circuit	Not circuit malfunction
Output speed sensor circuit	Not circuit malfunction

Shift solenoid valve SL1 circuit	Not circuit malfunction
Shift solenoid valve SL2 circuit	Not circuit malfunction
Shift solenoid valve SL3 circuit	Not circuit malfunction
Shift solenoid valve S4 circuit	Not circuit malfunction
Shift solenoid valve SR circuit	Not circuit malfunction
Shift solenoid valve DSL circuit	Not circuit malfunction
Electronic throttle system	Not circuit malfunction

**OFF malfunction (A):**

ECM selected gear	5th
Throttle valve opening angle	5% or more
Vehicle speed	10 km/h (6.2 mph) or more

**OFF malfunction (B):**

ECM lock-up command	ON
ECM selected gear	3rd, 4th or 5th
Vehicle speed	25 km/h (15.5 mph) or more

**ON malfunction (A):**

ECM lock-up command	OFF
---------------------	-----

**ON malfunction (B):**

ECM selected gear	1st
Vehicle speed	Less than 40 km/h (24.9 mph)
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**ON malfunction (C):**

ECM selected gear	3rd
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**ON malfunction (D):**

Duration time from shift command of ECM	15 sec. or more
ECM selected gear	4th or 5th

**TYPICAL MALFUNCTION THRESHOLDS**

Either of the following conditions is met: OFF malfunction (A) and (B), or ON malfunction (A), (B), (C) and (D)

**OFF malfunction (A):**

Intermediate shaft speed/Output speed	1.44 to 1.58
---------------------------------------	--------------

**OFF malfunction (B):**

Engine speed - Input (turbine) speed	75 rpm or more
--------------------------------------	----------------

**ON malfunction (A):**

Difference between engine speed and input (turbine) speed	150 rpm or more
---	-----------------

**ON malfunction (B):**

Input (turbine) speed/Intermediate shaft speed	0.93 to 1.07
--	--------------

**ON malfunction (C):**

Input (turbine) speed/Intermediate shaft speed	0.93 to 1.07
--	--------------

**ON malfunction (D):**

Input (turbine) speed/Intermediate shaft speed	0.64 to 0.74
--	--------------

## INSPECTION PROCEDURE

### HINT:

Performing the intelligent tester's ACTIVE TEST allows relay, VSV, actuator and other items to be operated without removing any parts. Performing the ACTIVE TEST early in troubleshooting is one way to save time.

The DATA LIST can be displayed during the ACTIVE TEST.

1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
6. Follow the instructions on the tester and perform the ACTIVE TEST.

### HINT:

While driving, the shift position can be forcibly changed with the tester.

Comparing the shift position commanded by the ACTIVE TEST with the actual shift position enables you to confirm the problem (see page [AX-35](#)).

### ECM:

Item	Test Details	Diagnostic Note
SHIFT	[Test Details] Operate the shift solenoid valve and set each shift lever position by yourself [Vehicle Condition] <ul style="list-style-type: none"><li>• IDL: ON</li><li>• 50 km/h (31 mph) or less</li></ul> [Other information] <ul style="list-style-type: none"><li>• Press "→" button: Shift up</li><li>• Press "←" button: Shift down</li></ul>	Possible to check the operation of the shift solenoid valves

### HINT:

- This test can be conducted when the vehicle speed is 50 km/h (31 mph) or less.
- The shift position commanded by the ECM is shown in the DATA LIST/SHIFT display on the tester.

<b>1</b>	<b>CHECK OTHER DTC OUTPUT (IN ADDITION TO DTC P0771)</b>
----------	--

- (a) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (b) Turn the ignition switch ON and turn the tester ON.
- (c) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
- (d) Read the DTCs using the tester.

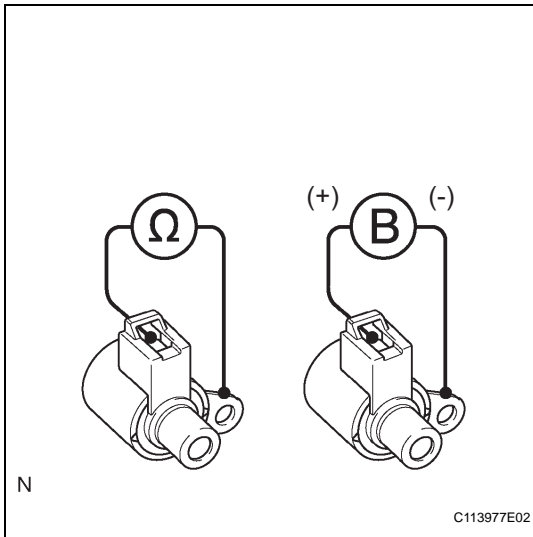
### Result

Display (DTC output)	Proceed to
Only P0771 is output	A
P0771 and other DTCs are output	B

### HINT:

If any other codes besides P0771 are output, perform troubleshooting for those DTCs first.

**B****GO TO DTC CHART****A****AX**

**2 INSPECT SHIFT SOLENOID VALVE SR**

- (a) Remove the shift solenoid valve SR.
- (b) Measure the resistance between the solenoid valve terminal and solenoid valve body.

**Standard resistance:**

**11 to 15  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead to the terminal of the solenoid valve connector, and the negative (-) lead to the solenoid body. Then check that the valve moves and makes an operating noise.

**OK:**

**Valve moves and makes operating noise.**

**NG**

**REPLACE SHIFT SOLENOID VALVE SR**

**OK**

**3 INSPECT TRANSMISSION VALVE BODY ASSEMBLY**

- (a) Check the transmission valve body assembly.

**OK:**

**There are no foreign objects on each valve.**

**NG**

**REPAIR OR REPLACE TRANSMISSION VALVE BODY ASSEMBLY**

**OK**

**4 INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY**

- (a) Check the torque converter clutch assembly (see page [AX-35](#)).

**OK:**

**The torque converter clutch operates normally.**

**NG**

**REPLACE TORQUE CONVERTER CLUTCH ASSEMBLY**

**OK**

**REPAIR OR REPLACE AUTOMATIC TRANSAXLE ASSEMBLY**

<b>DTC</b>	<b>P0776</b>	<b>Pressure Control Solenoid "B" Performance (Shift Solenoid Valve SL2)</b>
------------	--------------	---

## DESCRIPTION

The ECM uses signals from the vehicle speed sensor to detect the actual gear position (1st, 2nd, 3rd, 4th or 5th gear).

Then the ECM compares the actual gear with the shift schedule in the ECM memory to detect mechanical problems of the shift solenoid valves, valve body or automatic transaxle (clutch, brake, gear, etc.).

DTC No.	DTC Detection Condition	Trouble Area
P0776	Gear required by the ECM does not match the actual gear when driving (2 trip detection logic)	<ul style="list-style-type: none"> <li>Shift solenoid valve SL2 remains open or closed</li> <li>Valve body is blocked</li> <li>Shift solenoid valve SL2</li> <li>Automatic transaxle (clutch, brake, gear, etc.)</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. According to the input shaft revolution, intermediate (counter) shaft revolution and output shaft revolution, the ECM detects the actual gear position (1st, 2nd, 3rd, 4th or 5th gear position). When the gear position commanded by the ECM and the actual gear position are not the same, the ECM illuminates the MIL and stores the DTC.

## MONITOR STRATEGY

Related DTCs	P0776: Shift solenoid valve SL2/ON malfunction Shift solenoid valve SL2/OFF malfunction
Required sensors/Components	Shift solenoid valve SL2, Speed sensor (NT), Speed sensor (NC), Crankshaft position sensor (NE)
Frequency of operation	Continuous
Duration	OFF malfunction (A) 1.8 sec. OFF malfunction (B) and (C) 0.8 sec. ON malfunction (A) and (B) 0.8 sec. ON malfunction (C) 0.4 sec.
MIL operation	2 driving cycles
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### All:

The monitor will run whenever these DTCs are not present.	P0115 - P0118 (ECT sensor) P0125 (Insufficient ECT for closed loop) P0500 (VSS) P0748, P0778, P0798 (Shift solenoid valve (range))
ECT (Engine coolant temperature)	10°C (50°F) or more
Transmission range	"D"
ATF temperature	-20°C (-4°F) or more
ATF temperature sensor circuit	Not circuit malfunction
ECT sensor circuit	Not circuit malfunction
Turbine speed sensor circuit	Not circuit malfunction
Intermediate shaft speed sensor circuit	Not circuit malfunction

Output speed sensor circuit	Not circuit malfunction
Shift solenoid valve SL1 circuit	Not circuit malfunction
Shift solenoid valve SL2 circuit	Not circuit malfunction
Shift solenoid valve SL3 circuit	Not circuit malfunction
Shift solenoid valve S4 circuit	Not circuit malfunction
Shift solenoid valve SR circuit	Not circuit malfunction
Shift solenoid valve DSL circuit	Not circuit malfunction
Electronic throttle system	Not circuit malfunction

**OFF malfunction (A):**

ECM lock-up command	OFF
Vehicle speed	Less than 60 km/h (37.3 mph)
Throttle valve opening angle	7% or more

**OFF malfunction (B):**

ECM selected gear	1st
Vehicle speed	Less than 40 km/h (24.9 mph)
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**OFF malfunction (C):**

ECM selected gear	3rd
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**OFF malfunction (D):**

Duration time from shift command of ECM	15 sec. or more
ECM selected gear	4th or 5th

**ON malfunction (A):**

ECM selected gear	1st
Vehicle speed	Less than 40 km/h (24.9 mph)
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**ON malfunction (B):**

ECM selected gear	3rd
Throttle valve opening angle	5.0% or more at output speed 1,400 rpm (Varies with engine speed)
Malfunction of pressure control solenoid "B" (SL2) and "C" (SL3)	Not detected

**ON malfunction (C):**

Throttle valve opening angle	7.0% or more at output speed 1,050 rpm (Varies with engine speed)
Malfunction of pressure control solenoid "B" (SL2)	Not detected

**TYPICAL MALFUNCTION THRESHOLDS**

Either of the following conditions is met: OFF malfunction (A), (B), (C) and (D), or ON malfunction (A), (B) and (C)

**OFF malfunction (A):**

Difference between engine speed and input (turbine) speed	Less than 35 rpm
---	------------------

**OFF malfunction (B) and (C):**

Input (turbine) speed/Intermediate shaft speed	0.93 to 1.07
--	--------------

**OFF malfunction (D):**

Input (turbine) speed/Intermediate shaft speed	0.64 to 0.74
--	--------------

**ON malfunction (A):**

Input (turbine) speed/Intermediate shaft speed	2.72 to 2.86
--	--------------

**ON malfunction (B):**

Input (turbine) speed - Intermediate shaft speed	700 rpm or more
--	-----------------

**ON malfunction (C):**

Input (turbine) speed - Intermediate shaft speed	Less than -500 rpm or 700 rpm or more
--	---

**INSPECTION PROCEDURE****HINT:**

Performing the intelligent tester's ACTIVE TEST allows relay, VSV, actuator and other items to be operated without removing any parts. Performing the ACTIVE TEST early in troubleshooting is one way to save time.

The DATA LIST can be displayed during the ACTIVE TEST.

1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
6. Follow the instructions on the tester and perform the ACTIVE TEST.

**HINT:**

While driving, the shift position can be forcibly changed with the tester.

Comparing the shift position commanded by the ACTIVE TEST with the actual shift position enables you to confirm the problem (see page [AX-35](#)).

**ECM:**

Item	Test Details	Diagnostic Note
SHIFT	[Test Details] Operate the shift solenoid valve and set each shift lever position by yourself [Vehicle Condition] <ul style="list-style-type: none"> <li>• IDL: ON</li> <li>• 50 km/h (31 mph) or less</li> </ul> [Other information] <ul style="list-style-type: none"> <li>• Press "→" button: Shift up</li> <li>• Press "←" button: Shift down</li> </ul>	Possible to check the operation of the shift solenoid valves

**HINT:**

- This test can be conducted when the vehicle speed is 50 km/h (31 mph) or less.
- The shift position commanded by the ECM is shown in the DATA LIST/SHIFT display on the tester.

**1****CHECK OTHER DTC OUTPUT (IN ADDITION TO DTC P0776)**

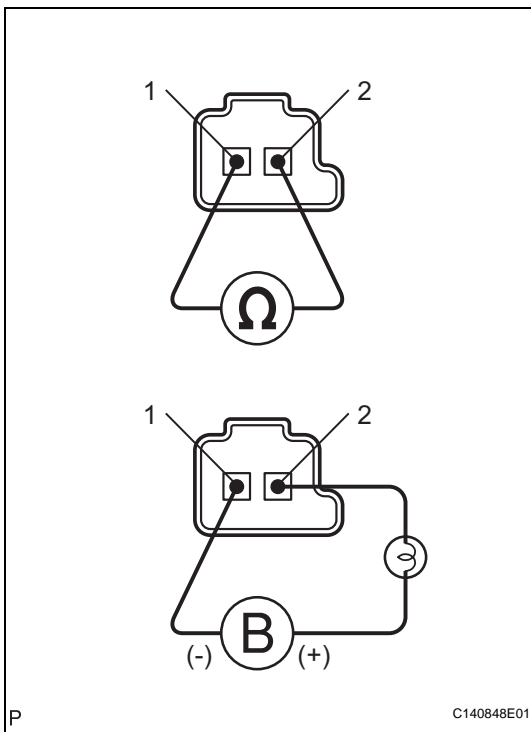
- (a) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (b) Turn the ignition switch ON and turn the tester ON.
- (c) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
- (d) Read the DTCs using the tester.

**Result**

Display (DTC output)	Proceed to
Only P0776 is output	A
P0776 and other DTCs are output	B

**HINT:**

If any other codes besides P0776 are output, perform troubleshooting for those DTCs first.

**B****GO TO DTC CHART****A****2****INSPECT SHIFT SOLENOID VALVE SL2**

(a) Remove the shift solenoid valve SL2.

(b) Measure the resistance of the solenoid valve.

**Standard resistance:****5.0 to 5.6  $\Omega$  at 20°C (68°F)**

(c) Connect the battery's positive (+) lead with a 21 W bulb to terminal 2 and the negative (-) lead to terminal 1 of the solenoid valve connector. Then check that the valve moves and makes an operating noise.

**OK:****Valve moves and makes operating noise.****NG****REPLACE SHIFT SOLENOID VALVE SL2****OK****3****INSPECT TRANSMISSION VALVE BODY ASSEMBLY**

(a) Check the transmission valve body assembly.

**OK:****There are no foreign objects on each valve.****NG****REPAIR TRANSMISSION VALVE BODY ASSEMBLY****OK**

**4****INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY**

- (a) Check the torque converter clutch assembly (see page [AX-178](#)).

**OK:**

The torque converter clutch operates normally.

**NG****REPLACE TORQUE CONVERTER CLUTCH ASSEMBLY****OK****REPAIR OR REPLACE AUTOMATIC TRANSAXLE ASSEMBLY**

<b>DTC</b>	<b>P0778</b>	<b>Pressure Control Solenoid "B" Electrical (Shift Solenoid Valve SL2)</b>
------------	--------------	--

## DESCRIPTION

Shifting from 1st to 5th is performed in combination with the ON and OFF operation of the shift solenoid valves SL1, SL2, SL3, S4 and SR, which are controlled by the ECM. If an open or short circuit occurs in any of the shift solenoid valves, the ECM controls the remaining normal shift solenoid valves to allow the vehicle to be operated safely (see page [AX-35](#)).

DTC No.	DTC Detection Condition	Trouble Area
P0778	ECM checks for an open or short circuit in shift solenoid valves SL2 (1 trip detection logic) Hybrid IC for solenoid indicates fail	<ul style="list-style-type: none"> <li>Open or short in shift solenoid valve SL2 circuit</li> <li>Shift solenoid valve SL2</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. When there is an open or short circuit in any shift solenoid valve circuit, the ECM detects the problem and illuminates the MIL and stores the DTC. And the ECM performs the fail-safe function and turns the other normal shift solenoid valves ON/OFF. In case of an open or short circuit, the ECM stops sending current to the circuit (see page [AX-35](#)).

## MONITOR STRATEGY

Related DTCs	P0778: Shift solenoid valve SL2/Range check
Required sensors/Components	Shift solenoid valve SL2
Frequency of operation	Continuous
Duration	1 sec.
MIL operation	Immediate
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

The monitor will run whenever this DTC is not present.	None
Battery voltage	11 V or more
Starter	OFF
Ignition switch	ON
Solenoid current cut status	Not cut
CPU commanded duty	19% or more

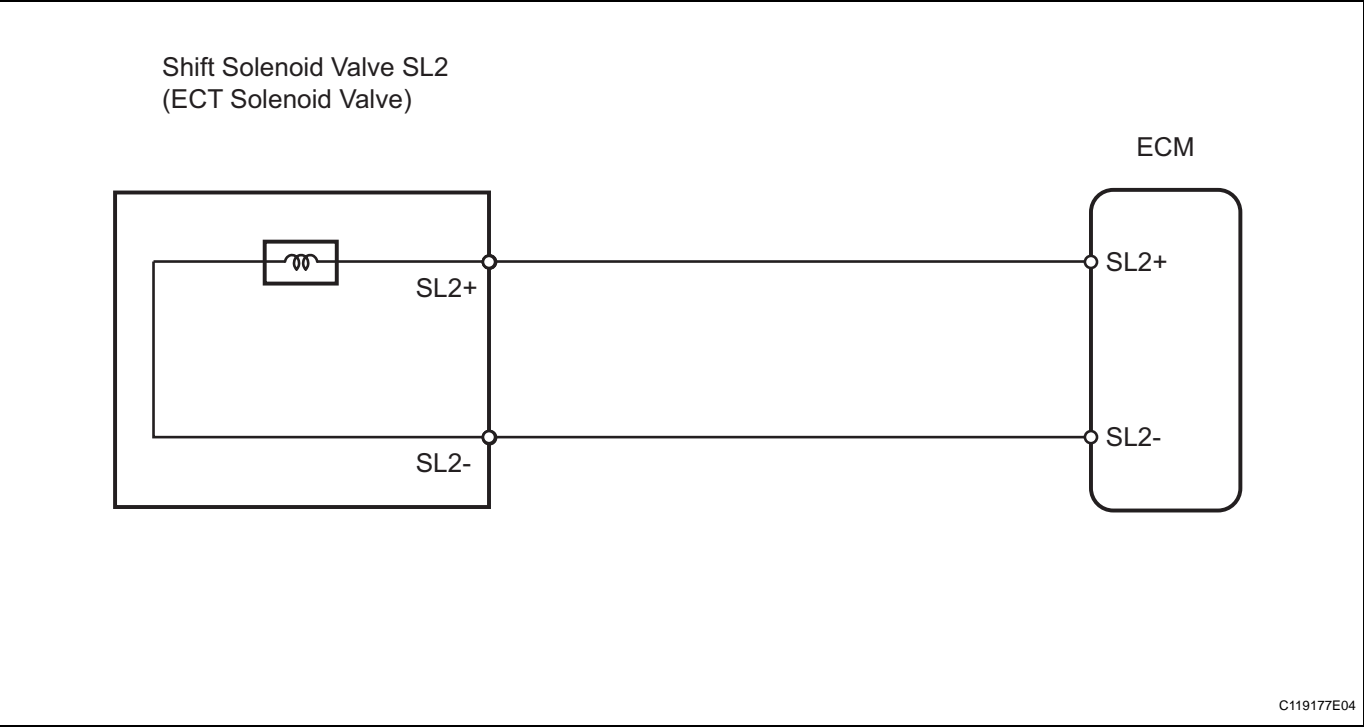
## TYPICAL MALFUNCTION THRESHOLDS

Solenoid status from MIC	Fail
--------------------------	------

## COMPONENT OPERATING RANGE

Output signal duty	Less than 100%
--------------------	----------------

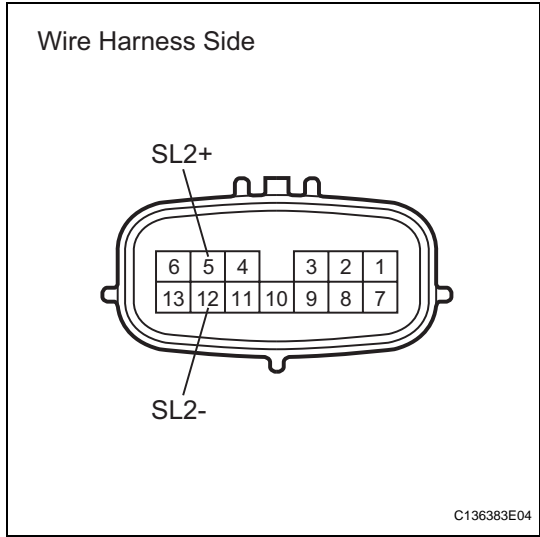
WIRING DIAGRAM



INSPECTION PROCEDURE

1

INSPECT TRANSMISSION WIRE (SHIFT SOLENOID VALVE SL2)



OK

- (a) Disconnect the B32 wire connector.  
(b) Measure the resistance of the transmission wire.
- Standard resistance**

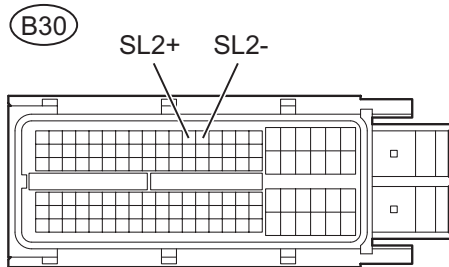
Tester Connection	Condition	Specified Condition
5 (SL2+) - 12 (SL2-)	20°C (68°F)	5.0 to 5.6 Ω
5 (SL2+) - Body ground	20°C (68°F)	1 MΩ or higher
12 (SL2-) - Body ground	20°C (68°F)	1 MΩ or higher

NG

Go to step 3

**2****CHECK WIRE HARNESS (TRANSMISSION WIRE - ECM)**

Wire Harness Side

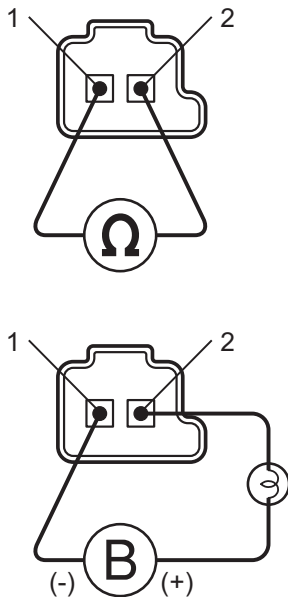


A107892E72

- (a) Disconnect the B30 ECM connector.
- (b) Measure the resistance of the wire harness side connector.

**Standard resistance**

Tester Connection	Condition	Specified Condition
B30-12 (SL2+) - B30-13 (SL2-)	20°C (68°F)	5.0 to 5.6 $\Omega$
B30-12 (SL2+) - Body ground	20°C (68°F)	1 M $\Omega$ or higher
B30-13 (SL2-) - Body ground	20°C (68°F)	1 M $\Omega$ or higher

**NG****REPAIR OR REPLACE HARNESS AND CONNECTOR****OK****REPLACE ECM****3****INSPECT SHIFT SOLENOID VALVE SL2**

P

C140848E01

- (a) Remove the shift solenoid valve SL2.
- (b) Measure the resistance of the solenoid valve.

**Standard resistance:****5.0 to 5.6  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead with a 21 W bulb to terminal 2 and the negative (-) lead to terminal 1 of the solenoid valve connector. Then check that the valve moves and makes an operating noise.

**OK:****Valve moves and makes operating noise.****NG****REPLACE SHIFT SOLENOID VALVE SL2****OK****REPAIR OR REPLACE TRANSMISSION WIRE**

**DTC****P0793****Intermediate Shaft Speed Sensor "A"****DESCRIPTION**

This sensor detects the rotation speed of the counter gear. By comparing the counter gear speed signal (NC) with the direct clutch speed sensor signal (NT), the ECM detects the shift timing of the gears and approximately controls the engine torque and hydraulic pressure according to various conditions. Thus smooth gear shifting is performed.

DTC No.	DTC Detection Condition	Trouble Area
P0793	ECM detects conditions (a), (b) and (c) continuously for 5 sec. or more (1 trip detection logic): (a) Vehicle speed: 50 km/h (31 mph) or more (b) Park/Neutral position switch (NSW) is OFF (c) Speed sensor NC: Less than 300 rpm	<ul style="list-style-type: none"> <li>• Open or short in speed sensor NC circuit</li> <li>• Speed sensor NC</li> <li>• ECM</li> </ul>

**MONITOR DESCRIPTION**

The NC terminal of the ECM detects revolution signals from speed sensor NC (counter gear rpm). The ECM calculates gear shifts by comparing speed sensor NT with speed sensor NC.

While the vehicle is operating in the 2nd, 3rd, 4th or 5th gear position with the shift lever on D, if the counter gear revolution is less than 300 rpm\*1 and the output shaft revolution is more than 1,000 rpm\*2, the ECM detects the trouble, illuminates the MIL and stores the DTC.

\*1: Pulse is not output or is irregularly output.

\*2: The vehicle speed is 50 km/h (31 mph) or more.

**MONITOR STRATEGY**

Related DTCs	P0793: Speed sensor (NC)/Verify pulse input
Required sensors/Components	Speed sensor (NC), Speed sensor (NT), NSW switch
Frequency of operation	Continuous
Duration	5 sec.
MIL operation	Immediate
Sequence of operation	None

**TYPICAL ENABLING CONDITIONS**

The monitor will run whenever these DTCs are not present.	P0500 (VSS) P0748 - P0798 (Trans solenoid (Range))
Engine	Running
NSW switch	OFF
Output shaft rpm	1,000 rpm or more

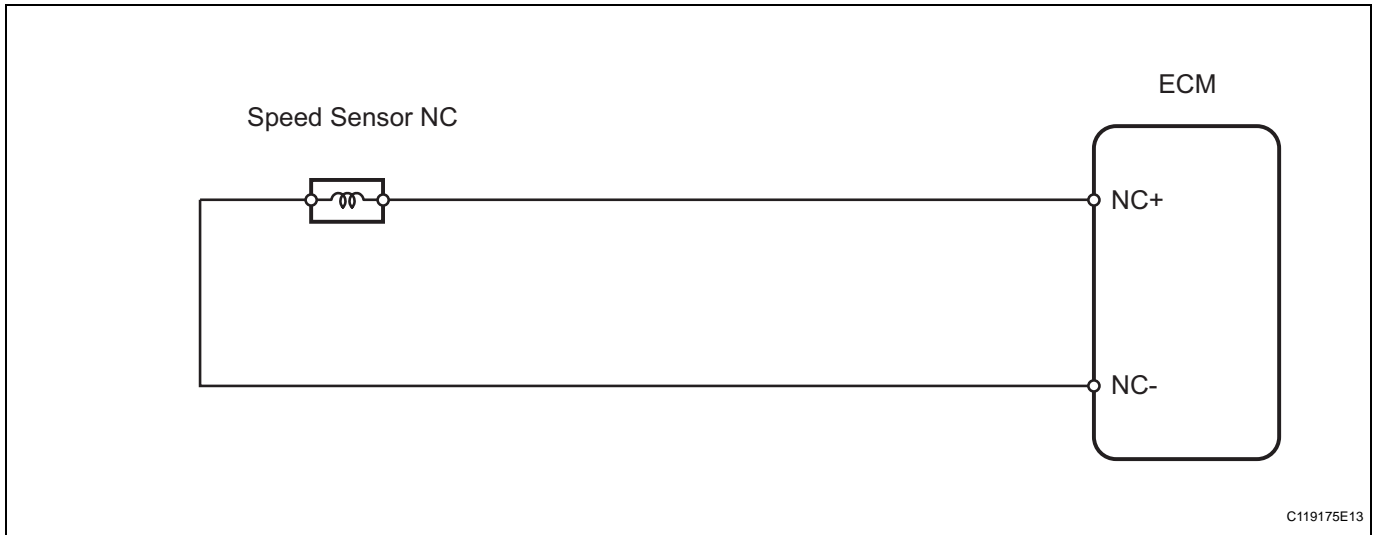
**TYPICAL MALFUNCTION THRESHOLDS**

Sensor signal rpm	Less than 300 rpm
-------------------	-------------------

**COMPONENT OPERATING RANGE**

Counter gear speed sensor (NC)	3rd gear when shift lever is on D (after warming up the engine); Intermediate shaft speed (NC) becomes close to the engine speed
--------------------------------	---

## WIRING DIAGRAM



## INSPECTION PROCEDURE

### HINT:

Using the intelligent tester's DATA LIST allows switch, sensor, actuator and other item values to be read without removing any parts. Reading the DATA LIST early in troubleshooting is one way to save time.

### NOTICE:

**In the table below, the values listed under "Normal Condition" are reference values. Do not depend solely on these reference values when deciding whether a part is faulty or not.**

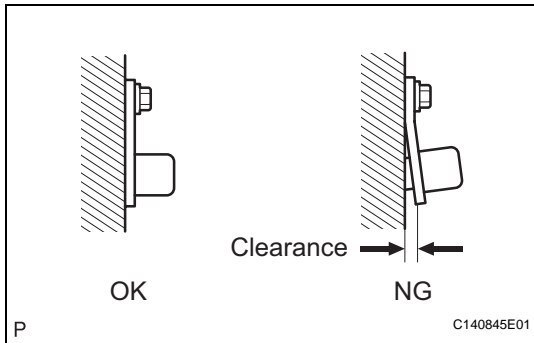
1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST.
6. Follow the instructions on the tester and read the DATA LIST.

### ECM:

Item	Measurement Item/ Range (Display)	Normal Condition	Diagnostic Note
SPD (NC)	Counter gear speed/ Min.: 0 rpm Max.: 12,750 rpm	3rd gear when shift lever is on D (after warming up the engine); Intermediate shaft speed (NC) becomes close to the engine speed	Data is displayed in increments of 50 rpm

### HINT:

- SPD (NC) is always 0 rpm while driving:  
Open or short in the sensor or circuit.
- SPD (NC) is always more than 0 and less than 300 rpm while driving the vehicle at 50 km/h (31 mph) or more:  
Sensor trouble, improper installation, or intermittent connection trouble of the circuit.

**1 INSPECT SPEED SENSOR (INSTALLATION)**

- (a) Check the speed sensor NC installation.

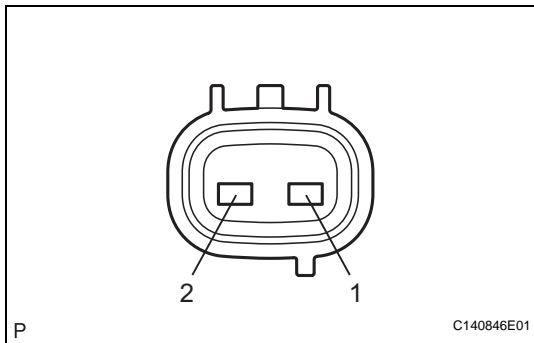
**OK:**

Installation bolt is tightened properly and there is no clearance between the sensor and transaxle case.

**NG**

**REPLACE SPEED SENSOR NC**

**OK**

**2 INSPECT SPEED SENSOR NC**

- (a) Disconnect the B24 sensor connector from the transaxle.  
(b) Measure the resistance of the sensor.

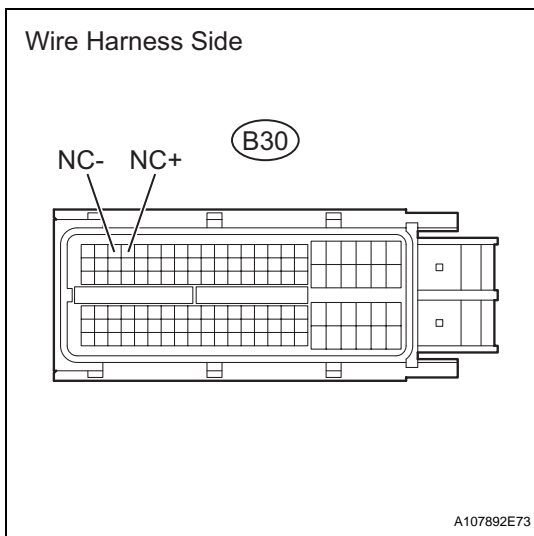
**Standard resistance**

Tester Connection	Condition	Specified Condition
1 - 2	20°C (68°F)	560 to 680 $\Omega$

**NG**

**REPLACE SPEED SENSOR NC**

**OK**

**3 CHECK WIRE HARNESS (SPEED SENSOR - ECM)**

- (a) Disconnect the B30 ECM connector.  
(b) Measure the resistance of the wire harness side connector.

**Standard resistance**

Tester Connection	Specified Condition
B30-4 (NC+) - B30-3 (NC-)	560 to 680 $\Omega$
B30-4 (NC+) - Body ground	10 k $\Omega$ or higher
B30-3 (NC-) - Body ground	10 k $\Omega$ or higher

**NG**

**REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

REPLACE ECM

<b>DTC</b>	<b>P0796</b>	<b>Pressure Control Solenoid "C" Performance (Shift Solenoid Valve SL3)</b>
------------	--------------	---

## DESCRIPTION

The ECM uses signals from the vehicle speed sensor to detect the actual gear position (1st, 2nd, 3rd, 4th or 5th gear).

Then the ECM compares the actual gear with the shift schedule in the ECM memory to detect mechanical problems of the shift solenoid valves, valve body or automatic transaxle (clutch, brake, gear, etc.).

DTC No.	DTC Detection Condition	Trouble Area
P0796	Gear required by the ECM does not match the actual gear when driving (2 trip detection logic)	<ul style="list-style-type: none"> <li>Shift solenoid valve SL3 remains open or closed</li> <li>Valve body is blocked</li> <li>Automatic transaxle (clutch, brake, gear, etc.)</li> </ul>

## MONITOR DESCRIPTION

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. According to the input shaft revolution, intermediate (counter) shaft revolution and output shaft revolution, the ECM detects the actual gear position (1st, 2nd, 3rd, 4th or 5th gear position). When the gear position commanded by the ECM and the actual gear position are not the same, the ECM illuminates the MIL and stores the DTC.

## MONITOR STRATEGY

Related DTCs	P0796: Shift solenoid valve SL3/OFF malfunction Shift solenoid valve SL3/ON malfunction
Required sensors/Components	Shift solenoid valve SL3, Speed sensor (NT), Speed sensor (NC), Crankshaft position sensor (NE)
Frequency of operation	Continuous
Duration	OFF malfunction (A) 0.8 sec. OFF malfunction (B) 1 sec. ON malfunction (A) and (B) 0.8 sec. ON malfunction (C) 0.4 sec.
MIL operation	2 driving cycles
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### All:

The monitor will run whenever these DTCs are not present.	P0115 - P0118 (ECT sensor) P0125 (Insufficient ECT for closed loop) P0500 (VSS) P0748, P0778, P0798 (Shift solenoid valve (range))
ECT (Engine coolant temperature)	10°C (50°F) or more
Transmission range	"D"
ATF temperature	-20°C (-4°F) or more
ATF temperature sensor circuit	Not circuit malfunction
ECT sensor circuit	Not circuit malfunction
Turbine speed sensor circuit	Not circuit malfunction
Intermediate shaft speed sensor circuit	Not circuit malfunction
Output speed sensor circuit	Not circuit malfunction

Shift solenoid valve SL1 circuit	Not circuit malfunction
Shift solenoid valve SL2 circuit	Not circuit malfunction
Shift solenoid valve SL3 circuit	Not circuit malfunction
Shift solenoid valve S4 circuit	Not circuit malfunction
Shift solenoid valve SR circuit	Not circuit malfunction
Shift solenoid valve DSL circuit	Not circuit malfunction
Electronic throttle system	Not circuit malfunction

**OFF malfunction (A):**

ECM selected gear	4th or 5th
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**OFF malfunction (B):**

ECM selected gear	4th
Throttle valve opening angle	5% or more
Vehicle speed	10 km/h (6.2 mph) or more

**ON malfunction (A):**

ECM selected gear	1st
Vehicle speed	Less than 40 km/h (24.9 mph)
Throttle valve opening angle	4.5% or more at engine speed 1,900 rpm (Varies with engine speed)

**ON malfunction (B):**

ECM selected gear	3rd
Throttle valve opening angle	5.0% or more at output speed 1,400 rpm (Varies with engine speed)
Malfunction of pressure control solenoid "B" (SL2) and "C" (SL3)	Not detected

**ON malfunction (C):**

Throttle valve opening angle	7.0% or more at output speed 1,050 rpm (Varies with engine speed)
Malfunction of pressure control solenoid "B" (SL2)	Not detected

**TYPICAL MALFUNCTION THRESHOLDS**

**Either of the following conditions is met: OFF malfunction (A) and (B), or ON malfunctions (A), (B) and (C)**

2 detections are necessary per driving cycle:

1st detection: temporary flag ON

2nd detection: pending fault code ON

**OFF malfunction (A):**

Input (turbine) speed/Intermediate shaft speed	0.93 to 1.07
--	--------------

**OFF malfunction (B):**

Intermediate shaft speed/Output speed	1.02 to 1.16
---------------------------------------	--------------

**ON malfunction (A):**

Input (turbine) speed/Intermediate shaft speed	0.93 to 1.07
--	--------------

**ON malfunction (B):**

Input (turbine) speed - Intermediate shaft speed	700 rpm or more
--	-----------------

**ON malfunction (C):**

Input (turbine) speed - Intermediate shaft speed	Less than -500 rpm or 700 rpm or more
--	---

## INSPECTION PROCEDURE

### HINT:

Performing the intelligent tester's ACTIVE TEST allows relay, VSV, actuator and other items to be operated without removing any parts. Performing the ACTIVE TEST early in troubleshooting is one way to save time.

The DATA LIST can be displayed during the ACTIVE TEST.

1. Warm up the engine.
2. Turn the ignition switch OFF.
3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
4. Turn the ignition switch ON and turn the tester ON.
5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
6. Follow the instructions on the tester and perform the ACTIVE TEST.

### HINT:

While driving, the shift position can be forcibly changed with the tester.

Comparing the shift position commanded by the ACTIVE TEST with the actual shift position enables you to confirm the problem (see page [AX-35](#)).

### ECM:

Item	Test Details	Diagnostic Note
SHIFT	[Test Details] Operate the shift solenoid valve and set each shift lever position by yourself [Vehicle Condition] <ul style="list-style-type: none"> <li>• IDL: ON</li> <li>• 50 km/h (31 mph) or less</li> </ul> [Other information] <ul style="list-style-type: none"> <li>• Press "→" button: Shift up</li> <li>• Press "←" button: Shift down</li> </ul>	Possible to check the operation of the shift solenoid valves

### HINT:

- This test can be conducted when the vehicle speed is 50 km/h (31 mph) or less.
- The shift position commanded by the ECM is shown in the DATA LIST/SHIFT display on the tester.

<b>1</b>	<b>CHECK OTHER DTCS OUTPUT (IN ADDITION TO DTC P0796)</b>
----------	---

- (a) Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- (b) Turn the ignition switch ON and turn the tester ON.
- (c) Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
- (d) Read the DTCs using the tester.

### Result

Display (DTC output)	Proceed to
Only P0796 is output	A
P0796 and other DTCs are output	B

### HINT:

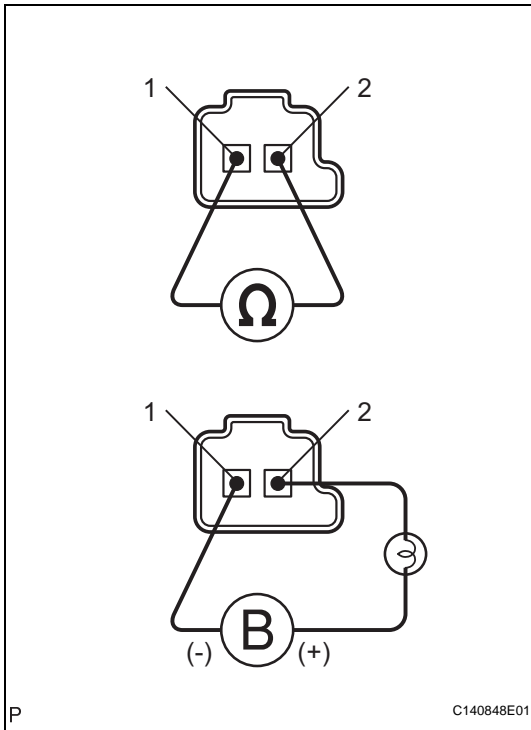
If any other codes besides P0796 are output, perform troubleshooting for those DTCs first.

**B**

**GO TO DTC CHART**

**A**

**AX**

**2 INSPECT SHIFT SOLENOID VALVE SL3**

- (a) Remove the shift solenoid valve SL3.  
(b) Measure the resistance of the solenoid valve.

**Standard resistance:**

**5.0 to 5.6  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead with a 21 W bulb to terminal 2 and the negative (-) lead to terminal 1 of the solenoid valve connector. Then check that the valve moves and makes an operating noise.

**OK:**

**Valve moves and makes operating noise.**

**NG**

**REPLACE SHIFT SOLENOID VALVE SL3**

**OK**

**3 INSPECT TRANSMISSION VALVE BODY ASSEMBLY**

- (a) Check the transmission valve body assembly.

**OK:**

**There are no foreign objects on each valve.**

**NG**

**REPAIR OR REPLACE TRANSMISSION VALVE BODY ASSEMBLY**

**OK**

**4 INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY**

- (a) Check the torque converter clutch assembly (see page [AX-178](#)).

**OK:**

**The torque converter clutch operates normally.**

**NG**

**REPLACE TORQUE CONVERTER CLUTCH ASSEMBLY**

**OK**

**REPAIR OR REPLACE AUTOMATIC TRANSAXLE ASSEMBLY**

**AX**

<b>DTC</b>	<b>P0798</b>	<b>Pressure Control Solenoid "C" Electrical (Shift Solenoid Valve SL3)</b>
------------	--------------	--

## DESCRIPTION

Shifting from 1st to 5th is performed in combination with the ON and OFF operation of the shift solenoid valves SL1, SL2, SL3, S4 or SR which are controlled by the ECM. If an open or short circuit occurs in any of the shift solenoid valves, the ECM controls the remaining normal shift solenoid valves to allow the vehicle to be operated safely (see page [AX-35](#)).

DTC No.	DTC Detection Condition	Trouble Area
P0798	The ECM checks for an open or short in the shift solenoid valve SL3 circuit while driving and shifting gears (1 trip detection logic)	<ul style="list-style-type: none"> <li>Open or short in shift solenoid valve SL3 circuit</li> <li>Shift solenoid valve SL3</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. When there is an open or short circuit in any shift solenoid valve circuit, the ECM detects the problem and illuminates the MIL and stores the DTC. And the ECM performs the fail-safe function and turns the other normal shift solenoid valves ON/OFF. In case of an open or short circuit, the ECM stops sending current to the circuit (see page [AX-35](#)).

## MONITOR STRATEGY

Related DTCs	P0798: Shift solenoid valve SL3/Range check
Required sensors/Components	Shift solenoid valve SL3
Frequency of operation	Continuous
Duration	1 sec.
MIL operation	Immediate
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

The monitor will run whenever this DTC is not present.	None
Battery voltage	10 V or more
Ignition switch	ON
Starter	OFF

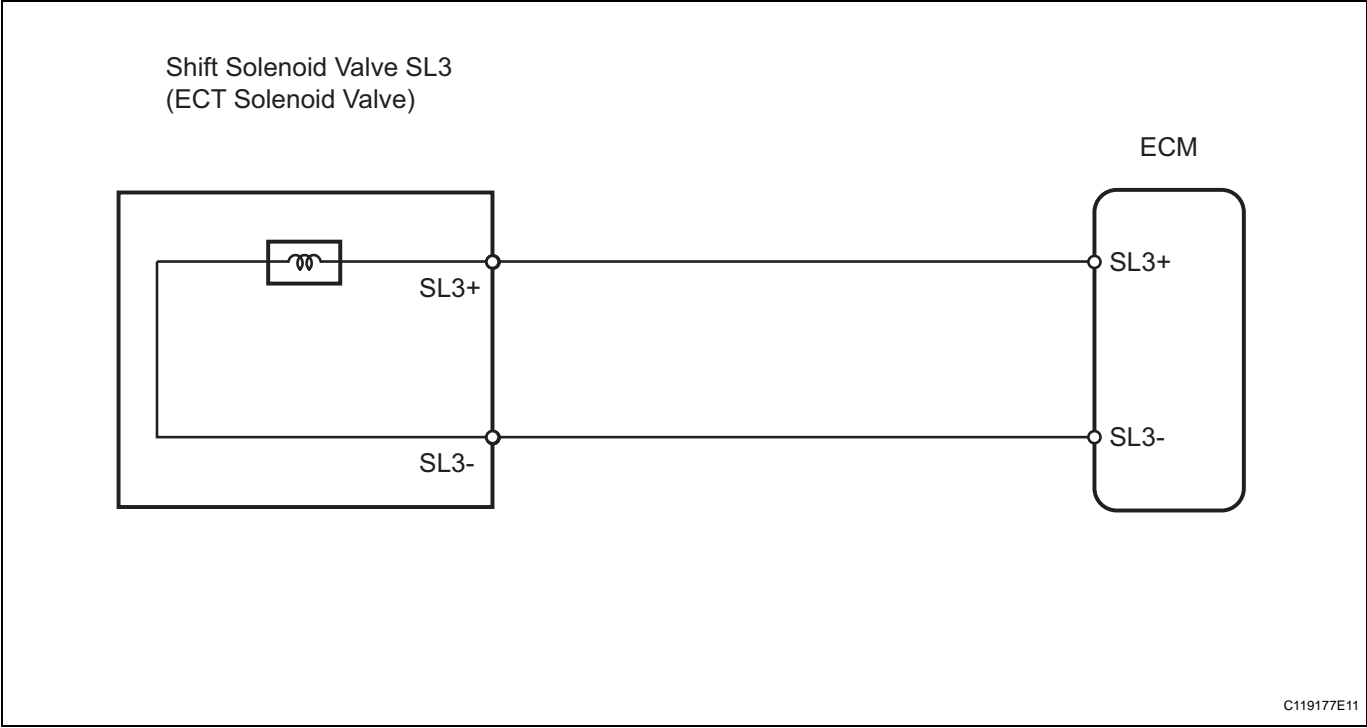
## TYPICAL MALFUNCTION THRESHOLDS

Output signal duty	100%
--------------------	------

## COMPONENT OPERATING RANGE

Output signal duty	Less than 100%
--------------------	----------------

WIRING DIAGRAM

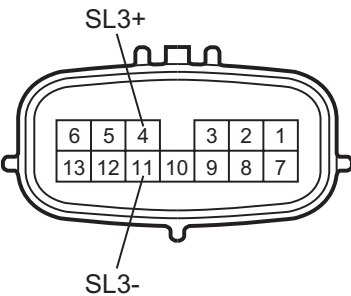


INSPECTION PROCEDURE

1

INSPECT TRANSMISSION WIRE (SHIFT SOLENOID VALVE SL3)

Wire Harness Side



- (a) Disconnect the B32 wire connector.
- (b) Measure the resistance of the transmission wire.

Standard resistance

Tester Connection	Condition	Specified Condition
4 (SL3+) - 11 (SL3-)	20°C (68°F)	5.0 to 5.6 Ω
4 (SL3+) - Body ground	20°C (68°F)	1 MΩ or higher
11 (SL3-) - Body ground	20°C (68°F)	1 MΩ or higher

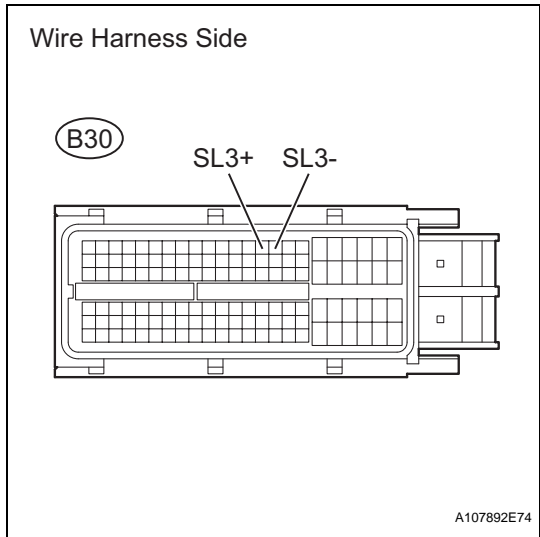
NG

Go to step 3

OK

2

CHECK WIRE HARNESS (TRANSMISSION WIRE - ECM)



- (a) Disconnect the B30 ECM connector.
- (b) Measure the resistance of the wire harness side connector.

Standard resistance

Tester Connection	Condition	Specified Condition
B30-14 (SL3+) - B30-15 (SL3-)	20°C (68°F)	5.0 to 5.6 Ω
B30-14 (SL3+) - Body ground	20°C (68°F)	1 MΩ or higher
B30-15 (SL3-) - Body ground	20°C (68°F)	1 MΩ or higher

NG

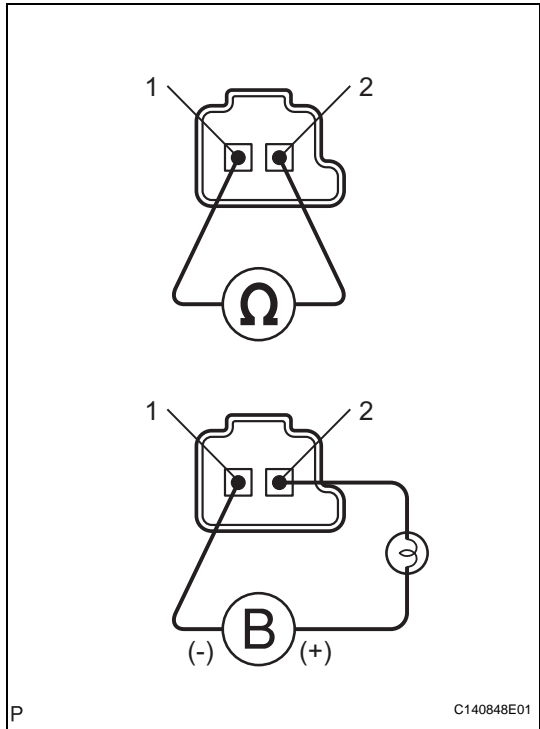
REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE ECM

3

INSPECT SHIFT SOLENOID VALVE SL3



- (a) Remove the shift solenoid valve SL3.
- (b) Measure the resistance of the solenoid valve.  
Standard resistance:  
5.0 to 5.6 Ω at 20°C (68°F)
- (c) Connect the battery's positive (+) lead with a 21 W bulb to terminal 2 and the negative (-) lead to terminal 1 of the solenoid valve connector. Then check that the valve moves and makes an operating noise.

OK:  
Valve moves and makes operating noise.

NG

REPLACE SHIFT SOLENOID VALVE SL3

OK

REPAIR OR REPLACE TRANSMISSION WIRE

<b>DTC</b>	<b>P0982</b>	<b>Shift Solenoid "D" Control Circuit Low (Shift Solenoid Valve S4)</b>
<b>DTC</b>	<b>P0983</b>	<b>Shift Solenoid "D" Control Circuit High (Shift Solenoid Valve S4)</b>

## DESCRIPTION

Shifting from 1st to 5th is performed in combination with the ON and OFF operation of the shift solenoid valves SL1, SL2, SL3, S4 or SR, which are controlled by the ECM. If an open or short circuit occurs in any of the shift solenoid valves, the ECM controls the remaining normal shift solenoid valves to allow the vehicle to be operated safely (see page [AX-35](#)).

DTC No.	DTC Detection Condition	Trouble Area
P0982	ECM detects short in solenoid valve S4 circuit 2 times when solenoid valve S4 is operated (1 trip detection logic)	<ul style="list-style-type: none"> <li>Short in shift solenoid valve S4 circuit</li> <li>Shift solenoid valve S4</li> <li>ECM</li> </ul>
P0983	ECM detects open in solenoid valve S4 circuit 2 times when solenoid valve S4 is not operated (1 trip detection logic)	<ul style="list-style-type: none"> <li>Open in shift solenoid valve S4 circuit</li> <li>Shift solenoid valve S4</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

This DTC indicates an open or short in the shift solenoid valve S4 circuit. The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. When there is an open or short circuit in any shift solenoid valve circuit, the ECM detects the problem, illuminates the MIL and stores the DTC. Also, the ECM performs the fail-safe function and turns the other normal shift solenoid valves ON/OFF. In case of an open or short circuit, the ECM stops sending current to the circuit (see page [AX-35](#)).

## MONITOR STRATEGY

Related DTCs	P0982: Shift solenoid valve S4/Range check (Low resistance) P0983: Shift solenoid valve S4/Range check (High resistance)
Required sensors/Components	Shift solenoid valve S4
Frequency of operation	Continuous
Duration	0.064 sec.
MIL operation	Immediate
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### P0982: Range check (Low resistance)

The monitor will run whenever this DTC is not present.	None
Shift solenoid valve S4	ON
Battery voltage	8 V or more
Ignition switch	ON
Starter	OFF

### P0983: Range check (High resistance)

The monitor will run whenever this DTC is not present.	None
Shift solenoid valve S4	OFF
Battery voltage	8 V or more
Ignition switch	ON
Starter	OFF

TYPICAL MALFUNCTION THRESHOLDS

P0982: Range check (Low resistance)

Shift solenoid valve S4 resistance	8 Ω or less
------------------------------------	-------------

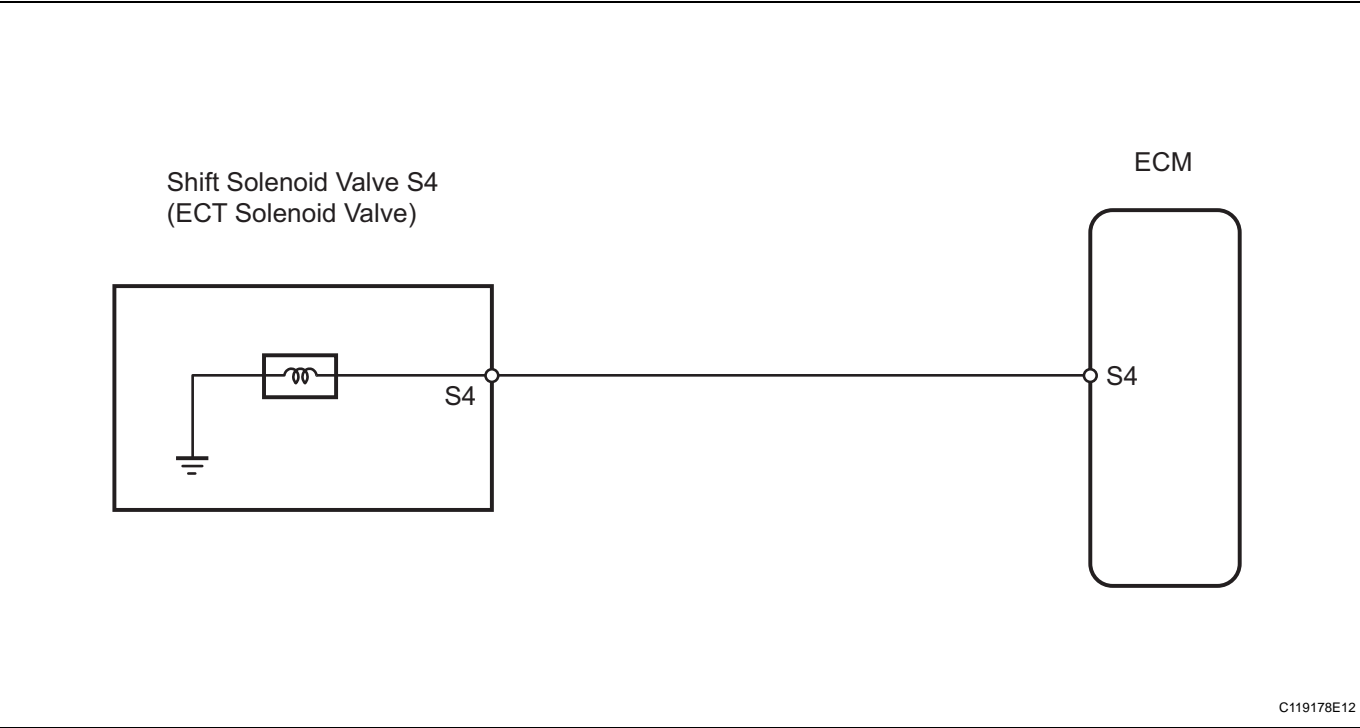
P0983: Range check (High resistance)

Shift solenoid valve S4 resistance	100 kΩ or more
------------------------------------	----------------

COMPONENT OPERATING RANGE

Shift solenoid valve S4	Resistance: 11 to 15 Ω at 20°C (68°F)
-------------------------	---------------------------------------

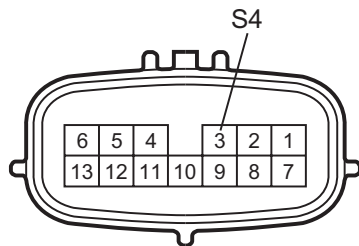
WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT TRANSMISSION WIRE (SHIFT SOLENOID VALVE S4)

Wire Harness Side



C136383E06

- (a) Disconnect the B32 wire connector.
- (b) Measure the resistance of the transmission wire.

Standard resistance

Tester Connection	Condition	Specified Condition
3 (S4) - Body ground	20°C (68°F)	11 to 15 Ω

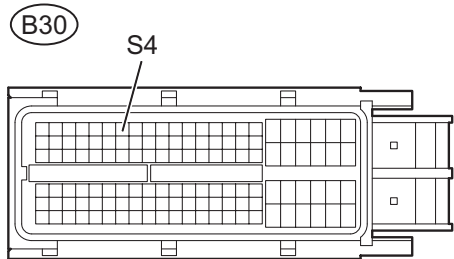
NG

Go to step 3

OK

2 CHECK WIRE HARNESS (TRANSMISSION WIRE - ECM)

Wire Harness Side



A107892E75

- (a) Disconnect the B30 ECM connector.
- (b) Measure the resistance of the wire harness side connector.

Standard resistance

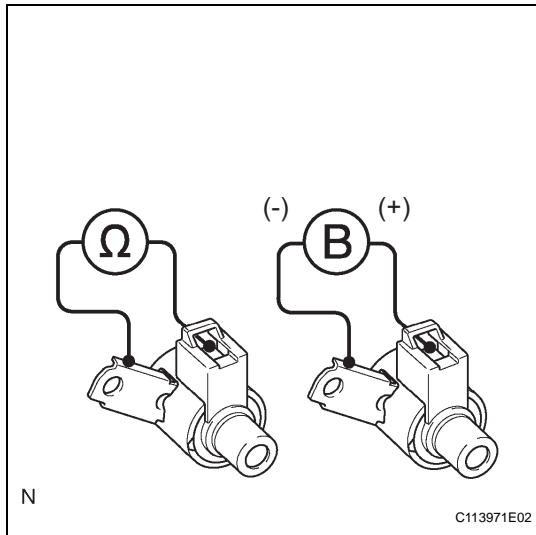
Tester Connection	Condition	Specified Condition
B30-7 (S4) - Body ground	20°C (68°F)	11 to 15 Ω

NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE ECM

**3 INSPECT SHIFT SOLENOID VALVE S4**

- (a) Remove the shift solenoid valve S4.
- (b) Measure the resistance of the solenoid valve.

**Standard resistance:**

**11 to 15  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead to the terminal of the solenoid valve connector, and the negative (-) lead to the solenoid body. Then check that the valve moves and makes an operating noise.

**OK:**

**Valve moves and makes operating noise.**

**NG**

**REPLACE SHIFT SOLENOID VALVE S4**

**OK**

**REPAIR OR REPLACE TRANSMISSION WIRE**

<b>DTC</b>	<b>P0985</b>	<b>Shift Solenoid "E" Control Circuit Low (Shift Solenoid Valve SR)</b>
<b>DTC</b>	<b>P0986</b>	<b>Shift Solenoid "E" Control Circuit High (Shift Solenoid Valve SR)</b>

## DESCRIPTION

Shifting from 1st to 5th is performed in combination with the ON and OFF operation of the shift solenoid valves SL1, SL2, SL3, S4 or SR, which are controlled by the ECM. If an open or short circuit occurs in any of the shift solenoid valves, the ECM controls the remaining normal shift solenoid valves to allow the vehicle to be operated safely (see page [AX-35](#)).

DTC No.	DTC Detection Condition	Trouble Area
P0985	ECM detects short in solenoid valve SR circuit 2 times when solenoid valve SR is operated (1 trip detection logic)	<ul style="list-style-type: none"> <li>Short in shift solenoid valve SR circuit</li> <li>Shift solenoid valve SR</li> <li>ECM</li> </ul>
P0986	ECM detects open in solenoid valve SR circuit 2 times when solenoid valve SR is not operated (1 trip detection logic)	<ul style="list-style-type: none"> <li>Open in shift solenoid valve SR circuit</li> <li>Shift solenoid valve SR</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

The ECM commands gear shifts by turning the shift solenoid valves ON/OFF. When there is an open or short circuit in any shift solenoid valve circuit, the ECM detects the problem and illuminates the MIL and stores the DTC. And the ECM performs the fail-safe function and turns the other normal shift solenoid valves ON/OFF. In case of an open or short circuit, the ECM stops sending current to the circuit (see page [AX-35](#)).

## MONITOR STRATEGY

Related DTCs	P0985: Shift solenoid valve SR/Range check (Low resistance) P0986: Shift solenoid valve SR/Range check (High resistance)
Required sensors/Components	Shift solenoid valve SR
Frequency of operation	Continuous
Duration	0.064 sec.
MIL operation	Immediate
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### P0985: Range check (Low resistance):

The monitor will run whenever this DTC is not present.	None
Shift solenoid valve SR	ON
Battery voltage	8 V or more
Ignition switch	ON
Starter	OFF

### P0986: Range check (High resistance):

The monitor will run whenever this DTC is not present.	None
Shift solenoid valve SR	OFF
Battery voltage	8 V or more
Ignition switch	ON
Starter	OFF

TYPICAL MALFUNCTION THRESHOLDS

P0985: Range check (Low resistance):

Shift solenoid valve SR resistance	8 Ω or less
------------------------------------	-------------

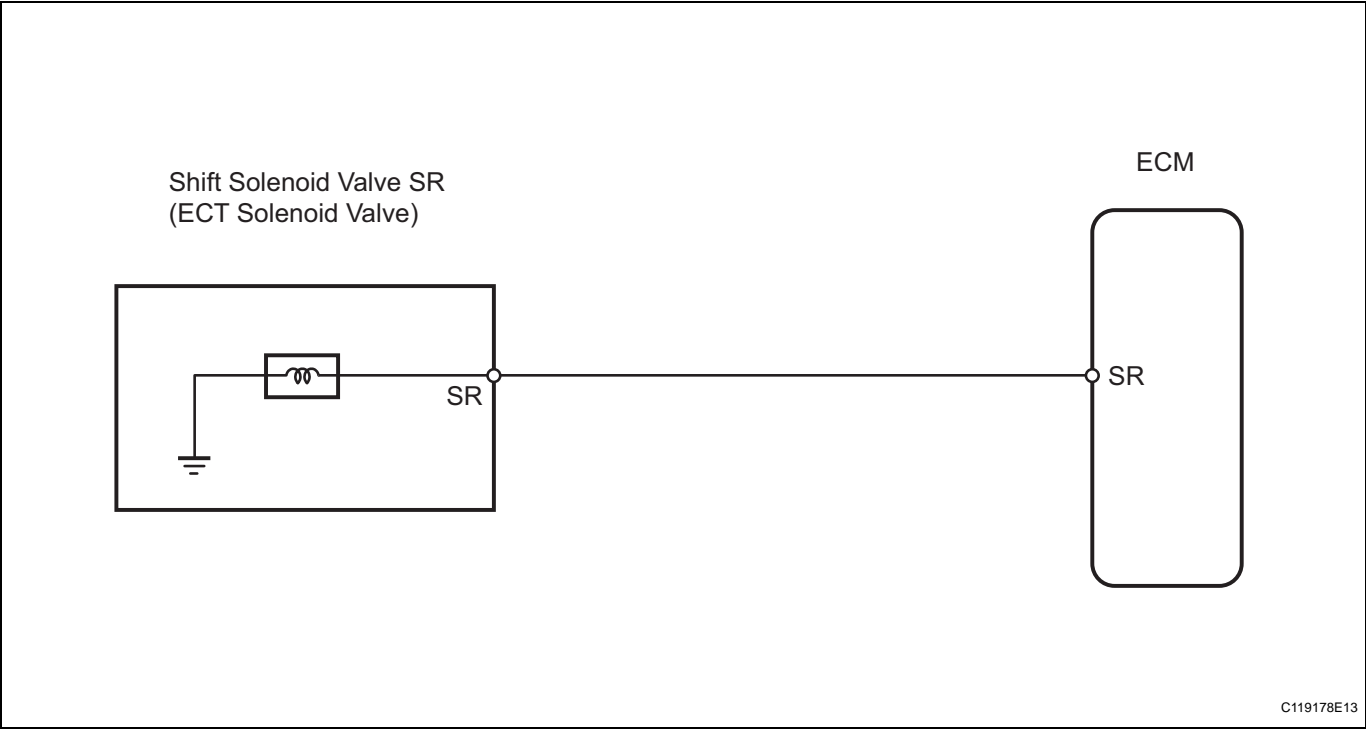
P0986: Range check (High resistance):

Shift solenoid valve SR resistance	100 kΩ or more
------------------------------------	----------------

COMPONENT OPERATING RANGE

Shift solenoid valve SR	Resistance: 11 to 15 Ω at 20°C (68°F)
-------------------------	---------------------------------------

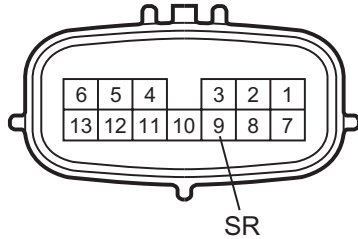
WIRING DIAGRAM



## INSPECTION PROCEDURE

**1 INSPECT TRANSMISSION WIRE (SHIFT SOLENOID VALVE SR)**

Wire Harness Side



C136383E10

- (a) Disconnect the B32 wire connector.
- (b) Measure the resistance of the transmission wire.

**Standard resistance**

Tester Connection	Condition	Specified Condition
9 (SR) - Body ground	20°C (68°F)	11 to 15 $\Omega$

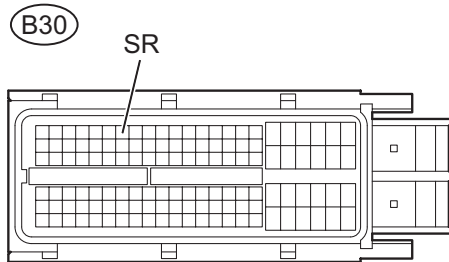
NG

Go to step 3

OK

**2 CHECK WIRE HARNESS (TRANSMISSION - ECM)**

Wire Harness Side



A107892E82

- (a) Disconnect the B30 ECM connector.
- (b) Measure the resistance of the wire harness side connector.

**Standard resistance**

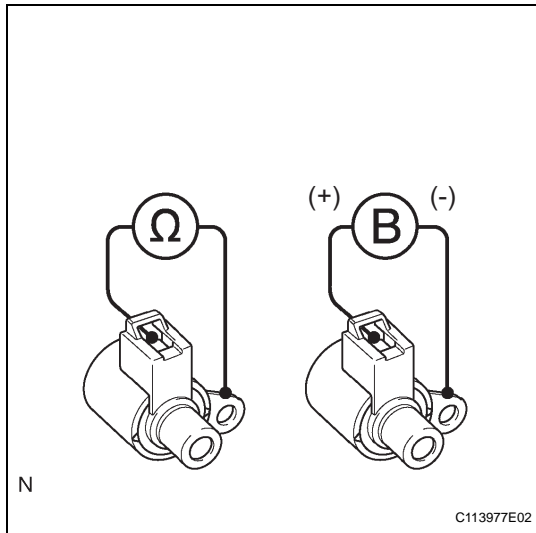
Tester Connection	Condition	Specified Condition
B30-8 (SR) - Body ground	20°C (68°F)	11 to 15 $\Omega$

NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE ECM

**3****INSPECT SHIFT SOLENOID VALVE SR**

- (a) Remove the shift solenoid valve SR.
- (b) Measure the resistance of the solenoid valve.

**Standard resistance:****11 to 15  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead to the terminal of the solenoid valve connector, and the negative (-) lead to the solenoid body. Then check that the valve moves and makes an operating noise.

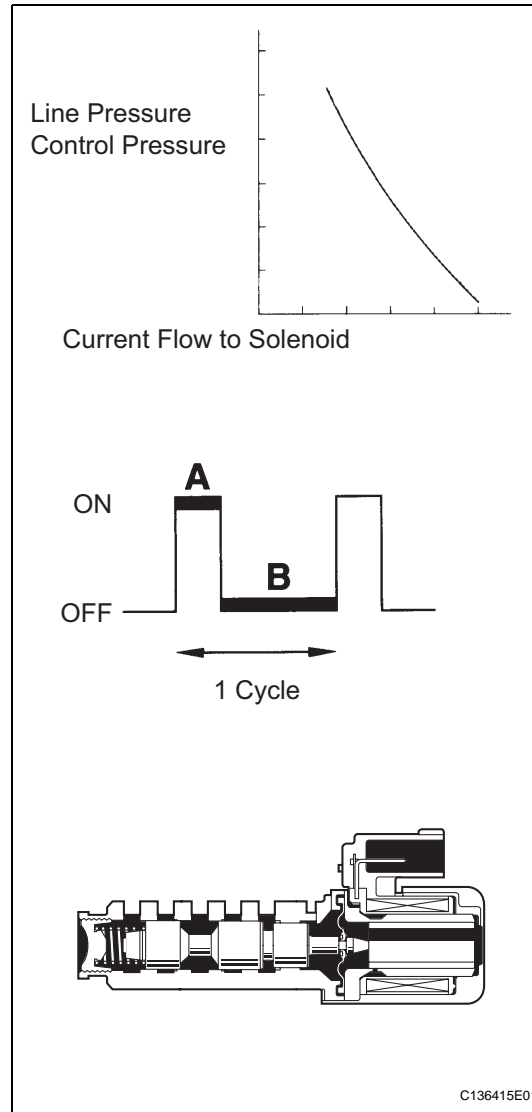
**OK:****Valve moves and makes operating noise.****NG****REPLACE SHIFT SOLENOID VALVE SR****OK****REPAIR OR REPLACE TRANSMISSION WIRE**

**DTC****P2714****Pressure Control Solenoid "D" Performance  
(Shift Solenoid Valve SLT)****DESCRIPTION**

The linear solenoid valve (SLT) controls the transmission line pressure for smooth transmission operation based on signals from the throttle position sensor and the vehicle speed sensor. The ECM adjusts the duty ratio\* of the SLT solenoid valve to control hydraulic line pressure coming from the primary regulator valve. Appropriate line pressure assures smooth shifting with varying engine outputs.

HINT:

\*: The duty ratio is the ratio of the current ON time (A) to the total of the current ON and OFF time (A + B).  
Duty Ratio (%) =  $A / (A + B) \times 100$



DTC No.	DTC Detection Condition	Trouble Area
P2714	ECM detects malfunction on SLT (ON side) according to difference in revolutions of turbine (input), intermediate and output shaft (2 trip detection logic)	<ul style="list-style-type: none"> <li>Shift solenoid valve SLT remains closed</li> <li>Valve body is blocked</li> <li>Torque converter clutch</li> <li>Automatic transaxle (clutch, brake, gear, etc.)</li> <li>ECM</li> </ul>

## MONITOR DESCRIPTION

In any forward position, when the difference between the revolutions of the turbine, intermediate and output shaft exceeds the specified value (varies with intermediate, output speed) determined by the ECM, the ECM illuminates the MIL and outputs the DTC. When shift solenoid valve SLT remains on, the oil pressure goes down and the clutch engagement force decreases.

### NOTICE:

**If you continue driving under these conditions, the clutch will burn out and the vehicle will no longer be drivable.**

## MONITOR STRATEGY

Related DTCs	P2714: Shift solenoid valve SLT/ON malfunction
Required sensors/Components	Shift solenoid valve SLT, Speed sensor (NT), Speed sensor (NC), Crankshaft position sensor (NE)
Frequency of operation	Continuous
Duration	0.5 sec.
MIL operation	2 driving cycles
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### ON malfunction:

The monitor will run whenever this DTC is not present.	None
Transmission range	"D"
ATF temperature	-20°C (-4°F) or more
ATF temperature sensor circuit	Not circuit malfunction
Turbine speed sensor circuit	Not circuit malfunction
Intermediate shaft speed sensor circuit	Not circuit malfunction
Output speed sensor circuit	Not circuit malfunction
Shift solenoid valve SL1 circuit	Not circuit malfunction
Shift solenoid valve SL2 circuit	Not circuit malfunction
Shift solenoid valve SL3 circuit	Not circuit malfunction
Shift solenoid valve S4 circuit	Not circuit malfunction
Shift solenoid valve SR circuit	Not circuit malfunction
Shift solenoid valve DSL circuit	Not circuit malfunction
Shift solenoid valve SLT circuit	Not circuit malfunction
Electronic throttle system	Not circuit malfunction

### ON malfunction (a):

ECM gearshift command	2nd
Temporary MAIN gear	1st, 2nd, 3rd or 4th
NT - NC x Temporary MAIN gear ratio NT: Input (turbine) speed NC: Intermediate shaft speed	100 rpm or more at intermediate shaft speed 1,000 rpm
Temporary U/D gear	Low or High
NC - NO x Temporary U/D gear ratio NO: Output speed	300 rpm or more at output speed 1,000 rpm
TT: Turbine Torque	192 N*m or more
NT	250 rpm or more
NC	250 rpm or more
NO	250 rpm or more

### ON malfunction (b):

ECM gearshift command	1st, 3rd or 3.5th (MAIN: 3rd and U/D: High)
-----------------------	---

Temporary MAIN gear	1st, 2nd, 3rd or 4th
NT - NC x Temporary MAIN gear ratio NT: Input (turbine) speed NC: Intermediate shaft speed	100 rpm or more at intermediate shaft speed 1,000 rpm
Temporary U/D gear	Low or High
NC - NO x Temporary U/D gear ratio NO: Output speed	300 rpm or more at output speed 1,000 rpm
TT: Turbine Torque	900 N*m or more
NT	250 rpm or more
NC	250 rpm or more
NO	250 rpm or more

**ON malfunction (c):**

ECM gearshift command	4th or 5th
Temporary MAIN gear	1st, 2nd, 3rd or 4th
NT - NC x Temporary MAIN gear ratio NT: Input (turbine) speed NC: Intermediate shaft speed	100 rpm or more at intermediate shaft speed 1,000 rpm
Temporary U/D gear	Low or High
NC - NO x Temporary U/D gear ratio NO: Output speed	300 rpm or more at output speed 1,000 rpm
TT: Turbine Torque	189 N*m or more
NT	250 rpm or more
NC	250 rpm or more
NO	250 rpm or more

**TYPICAL MALFUNCTION THRESHOLDS****[ON malfunction]**

Detection condition: Total accumulated time of ON malfunctions (a), (b) and (c) is 1 second or more

**ON malfunction (a):**

NT - NC x 2nd gear ratio	100 rpm or more at intermediate shaft speed 1,000 rpm
NC - NO x Low gear ratio	300 rpm or more at output speed 1,000 rpm
Duration	1 sec. or more

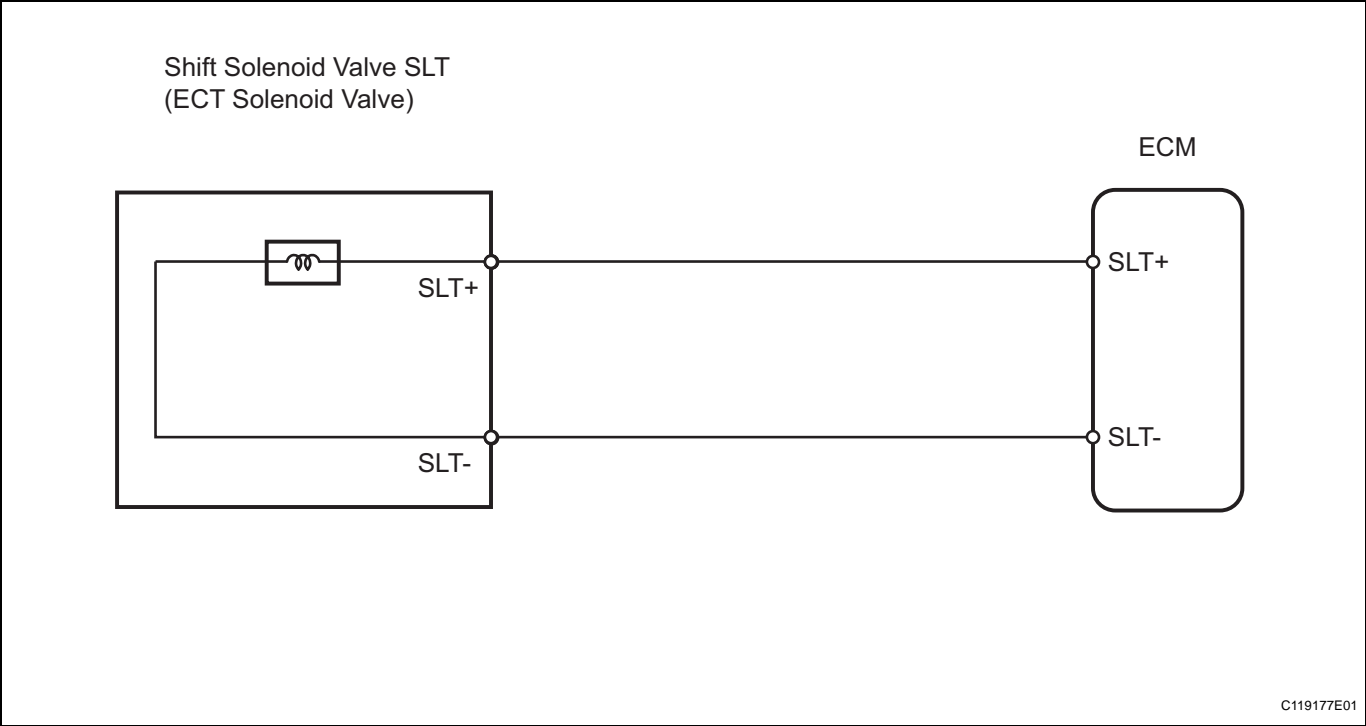
**ON malfunction (b):**

NT - NC x 1st gear ratio, NT - NC x 3rd gear ratio or NT - NC x 3.5th gear ratio	100 rpm or more at intermediate shaft speed 1,000 rpm
NC - NO x Low gear ratio or NC - NO x High gear ratio	300 rpm or more at output speed 1,000 rpm
Duration	1 sec. or more

**ON malfunction (c):**

NT - NC x 4th gear ratio or NT - NC x 5th gear ratio	100 rpm or more at intermediate shaft speed 1,000 rpm
NC - NO x Low gear ratio or NC - NO x High gear ratio	300 rpm or more at output speed 1,000 rpm
Duration	1 sec. or more

WIRING DIAGRAM



INSPECTION PROCEDURE

- HINT:
- Performing the intelligent tester's ACTIVE TEST allows relay, VSV, actuator and other items to be operated without removing any parts. Performing the ACTIVE TEST early in troubleshooting is one way to save time.
- The DATA LIST can be displayed during the ACTIVE TEST.
1. Warm up the engine.
  2. Turn the ignition switch OFF.
  3. Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
  4. Turn the ignition switch ON and turn the tester ON.
  5. Enter the following menus: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
  6. Perform the ACTIVE TEST.

ECM:

Item	Test Details	Diagnostic Note
SOLENOID (SLT)*	[Test Details] Operate shift solenoid SLT and raise line pressure [Vehicle Condition] <ul style="list-style-type: none"><li>• Vehicle stopped</li><li>• IDL: ON</li></ul> HINT: OFF: Line pressure up (when Active Test "SOLENOID (SLT)" is performed, ECM commands SLT solenoid to turn OFF) ON: No action (normal operation)	-

HINT:

\*: "SOLENOID (SLT)" in the ACTIVE TEST is performed to check the line pressure changes by connecting SST to the automatic transaxle, which is used in the HYDRAULIC TEST (see page [AX-18](#)) as well. Please note that the pressure values in the ACTIVE TEST and HYDRAULIC TEST are different.

**1 CHECK OTHER DTCS OUTPUT (IN ADDITION TO DTC P2714)**

- Connect the intelligent tester to the CAN VIM. Then connect the CAN VIM to the DLC3.
- Turn the ignition switch ON and turn the tester ON.
- Enter the following menus: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
- Read the DTCs using the tester.

**Result**

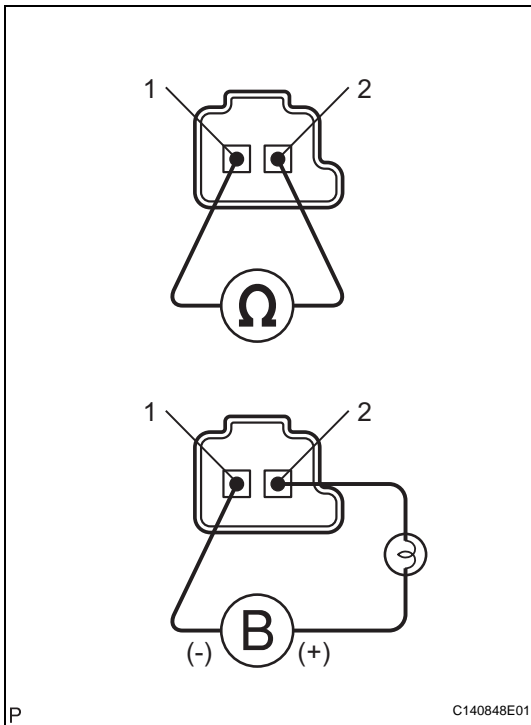
Display (DTC output)	Proceed to
Only P2714 is output	A
P2714 and other DTCs are output	B

**HINT:**

If any other codes besides P2714 are output, perform troubleshooting for those DTCs first.

**B** **GO TO DTC CHART**

**A**

**2 INSPECT SHIFT SOLENOID VALVE SLT**

- Remove the shift solenoid valve SLT.
  - Measure the resistance of the solenoid valve.
- Standard resistance:**  
**5.0 to 5.6  $\Omega$  at 20°C (68°F)**
- Connect the battery's positive (+) lead with a 21 W bulb to terminal 2 and the negative (-) lead to terminal 1 of the solenoid valve connector. Then check that the valve moves and makes an operating noise.

**OK:**

Valve moves and makes operating noise.

**NG** **REPLACE SHIFT SOLENOID VALVE SLT**

**OK**

**3 INSPECT TRANSMISSION VALVE BODY ASSEMBLY**

- Check the transmission valve body assembly.
- OK:**  
There are no foreign objects on each valve.

**NG****REPAIR OR REPLACE TRANSMISSION  
VALVE BODY ASSEMBLY****OK****4****INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY**

- (a) Check the torque converter clutch assembly (see page [AX-178](#)).

**OK:****The torque converter clutch operates normally.****NG****REPLACE TORQUE CONVERTER CLUTCH  
ASSEMBLY****OK****REPAIR OR REPLACE AUTOMATIC TRANSAXLE ASSEMBLY**

<b>DTC</b>	<b>P2716</b>	<b>Pressure Control Solenoid "D" Electrical (Shift Solenoid Valve SLT)</b>
------------	--------------	--

**DESCRIPTION**

Refer to DTC P2714 (see page [AX-114](#)).

DTC No.	DTC Detection Condition	Trouble Area
P2716	Conditions (a) and (b) below are detected for 1 sec. or more (1 trip detection logic): (a) SLT - terminal: 0 V (b) SLT - terminal: 12 V	<ul style="list-style-type: none"> <li>Open or short in shift solenoid valve SLT circuit</li> <li>Shift solenoid valve SLT</li> <li>ECM</li> </ul>

**MONITOR DESCRIPTION**

When an open or short in the shift solenoid valve SLT circuit is detected, the ECM interprets this as a fault. The ECM will illuminate the MIL and store the DTC.

**MONITOR STRATEGY**

Related DTCs	P2716: Shift solenoid valve SLT/Range check
Required sensors/Components	Shift solenoid valve SLT
Frequency of operation	Continuous
Duration	1 sec.
MIL operation	Immediate
Sequence of operation	None

**TYPICAL ENABLING CONDITIONS**

The monitor will run whenever this DTC is not present.	None
Battery voltage	11 V or more
Solenoid current cut status	Not cut
CPU command duty ratio to SLT	19% or more
Starter	OFF
Ignition switch	ON

**TYPICAL MALFUNCTION THRESHOLDS**

Solenoid status from IC	Fail (open or short)
-------------------------	----------------------

**COMPONENT OPERATING RANGE**

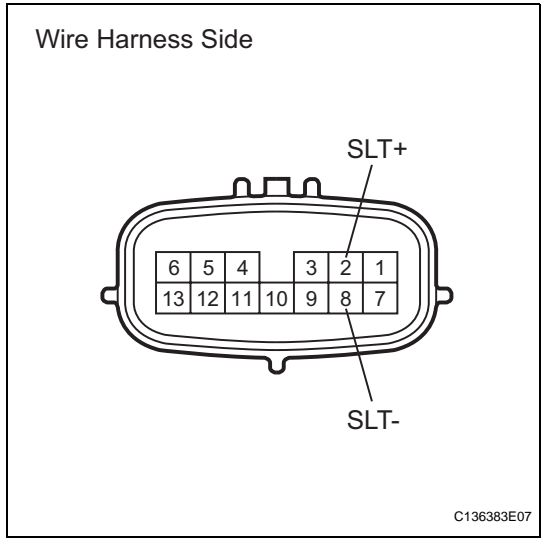
Shift solenoid valve SLT	Resistance: 5.0 to 5.6 $\Omega$ at 20°C (68°F)
--------------------------	--

**WIRING DIAGRAM**

Refer to DTC P2714 (see page [AX-117](#)).

INSPECTION PROCEDURE

1INSPECT TRANSMISSION WIRE (SHIFT SOLENOID VALVE SLT)



- (a) Disconnect the B32 wire connector.  
(b) Measure the resistance of the transmission wire.

Standard resistance

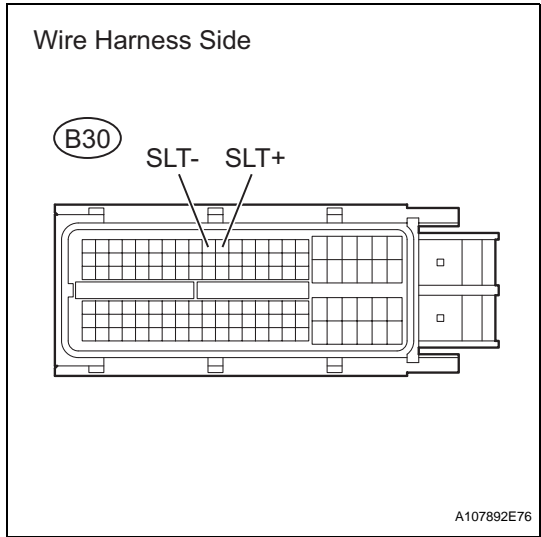
Tester Connection	Condition	Specified Condition
2 (SLT+) - 8 (SLT-)	20°C (68°F)	5.0 to 5.6 Ω
2 (SLT+) - Body ground	20°C (68°F)	1 MΩ or higher
8 (SLT-) - Body ground	20°C (68°F)	1 MΩ or higher

NG

Go to step 3

OK

2CHECK WIRE HARNESS (TRANSMISSION WIRE - ECM)



- (a) Disconnect the B30 ECM connector.  
(b) Measure the resistance of the wire harness side connector.

Standard resistance

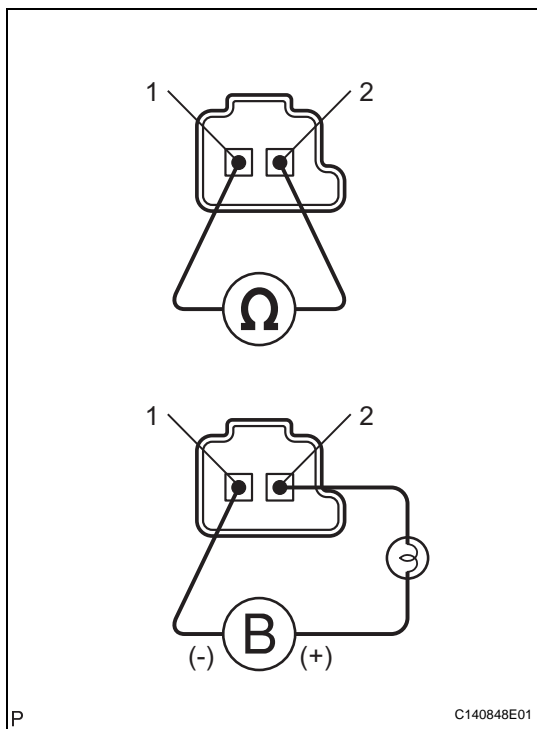
Tester Connection	Condition	Specified Condition
B30-11 (SLT+) - B30-10 (SLT-)	20°C (68°F)	5.0 to 5.6 Ω
B30-11 (SLT+) - Body ground	20°C (68°F)	1 MΩ or higher
B30-10 (SLT-) - Body ground	20°C (68°F)	1 MΩ or higher

NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE ECM

**3 INSPECT SHIFT SOLENOID VALVE SLT**

- (a) Remove the shift solenoid valve SLT.
- (b) Measure the resistance of the solenoid valve.

**Standard resistance:**

**5.0 to 5.6  $\Omega$  at 20°C (68°F)**

- (c) Connect the battery's positive (+) lead with a 21 W bulb to terminal 2 and the negative (-) lead to terminal 1 of the solenoid valve connector. Then check that the valve moves and makes an operating noise.

**OK:**

**Valve moves and makes operating noise.**

**NG**

**REPLACE SHIFT SOLENOID VALVE SLT**

**OK**

**REPAIR OR REPLACE TRANSMISSION WIRE**

<b>DTC</b>	<b>P2769</b>	<b>Torque Converter Clutch Solenoid Circuit Low (Shift Solenoid Valve DSL)</b>
<b>DTC</b>	<b>P2770</b>	<b>Torque Converter Clutch Solenoid Circuit High (Shift Solenoid Valve DSL)</b>

## DESCRIPTION

The shift solenoid valve DSL is turned ON and OFF by signals from the ECM to control the hydraulic pressure acting on the lock-up relay valve, which then controls operation of the lock-up clutch.

DTC No.	DTC Detection Condition	Trouble Area
P2769	ECM detects short in shift solenoid valve DSL circuit when shift solenoid valve DSL is operated (2 trip detection logic)	<ul style="list-style-type: none"> <li>Short in shift solenoid valve DSL circuit</li> <li>Shift solenoid valve DSL</li> <li>ECM</li> </ul>
P2770	ECM detects open in shift solenoid valve DSL circuit when shift solenoid valve DSL is not operated (2 trip detection logic)	<ul style="list-style-type: none"> <li>Open in shift solenoid valve DSL circuit</li> <li>Shift solenoid valve DSL</li> <li>ECM</li> </ul>

Fail-safe function:

If the ECM detects a malfunction, it turns the shift solenoid valve DSL OFF.

## MONITOR DESCRIPTION

Torque converter lock-up is controlled by the ECM based on engine rpm, engine load, engine temperature, vehicle speed, transmission temperature, and shift position selection. The ECM determines the lock-up status of the torque converter by comparing the engine rpm (NE) to the input rpm (NT). The ECM calculates the actual transmission gear by comparing the input rpm (NT) to the output rpm (SP2). When conditions are appropriate, the ECM requests "lock-up" by applying control voltage to the shift solenoid valve DSL. When the shift solenoid valve DSL is opened, the shift solenoid valve DSL applies pressure to the lock-up relay valve and locks the torque converter clutch. If the ECM detects an open or short in the shift solenoid valve DSL circuit, the ECM interprets this as a fault in the shift solenoid valve DSL or its circuit. The ECM will illuminate the MIL and store a DTC.

## MONITOR STRATEGY

Related DTCs	P2769: Shift solenoid valve DSL/Range check (Low resistance) P2770: Shift solenoid valve DSL/Range check (High resistance)
Requires sensors/Components	Shift solenoid valve DSL
Frequency of operation	Continuous
Duration	0.064 sec.
MIL operation	2 driving cycles
Sequence of operation	None

## TYPICAL ENABLING CONDITIONS

### P2769: Range check (Low resistance)

The monitor will run whenever this DTC is not present	None
Shift solenoid valve DSL	ON
Solenoid current cut status	Not cut
Battery voltage	8 V or more
Starter	OFF
Ignition switch	ON

### P2770: Range check (High resistance)

The monitor will run whenever this DTC is not present	None
---	------

Shift solenoid valve DSL	ON
Battery voltage	8 V or more
Starter	OFF
Ignition switch	ON

## TYPICAL MALFUNCTION THRESHOLDS

### P2769: Range check (Low resistance)

Shift solenoid valve DSL resistance	8 $\Omega$ or less
-------------------------------------	--------------------

### P2770: Range check (High resistance)

Shift solenoid valve DSL resistance	100 k $\Omega$ or more
-------------------------------------	------------------------

## COMPONENT OPERATING RANGE

Shift solenoid valve DSL	Resistance: 11 to 13 $\Omega$ at 20°C (68°F)
--------------------------	--

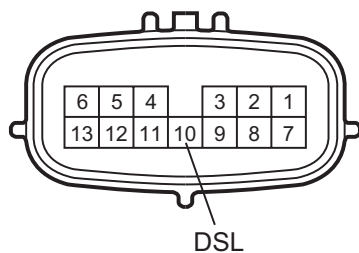
## WIRING DIAGRAM

Refer to DTC P0741 (see page [AX-67](#)).

## INSPECTION PROCEDURE

### 1 INSPECT TRANSMISSION WIRE (SHIFT SOLENOID VALVE DSL)

Wire Harness Side



C136383E08

- (a) Disconnect the B32 wire connector.
- (b) Measure the resistance of the transmission wire.

#### Standard resistance

Tester Connection	Condition	Specified Condition
10 (DSL) - Body ground	20°C (68°F)	11 to 13 $\Omega$

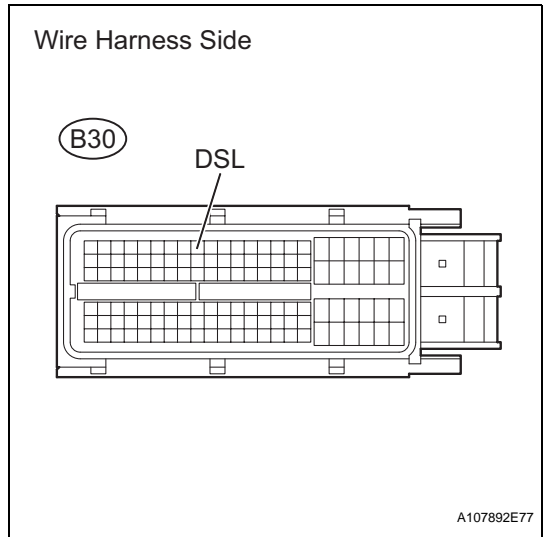
NG

Go to step 3

OK

2

CHECK WIRE HARNESS (TRANSMISSION WIRE - ECM)



- (a) Disconnect the B30 ECM connector.
- (b) Measure the resistance of the wire harness side connector.

**Standard resistance**

Tester Connection	Condition	Specified Condition
B30-9 (DSL) - Body ground	20°C (68°F)	11 to 13 Ω

NG

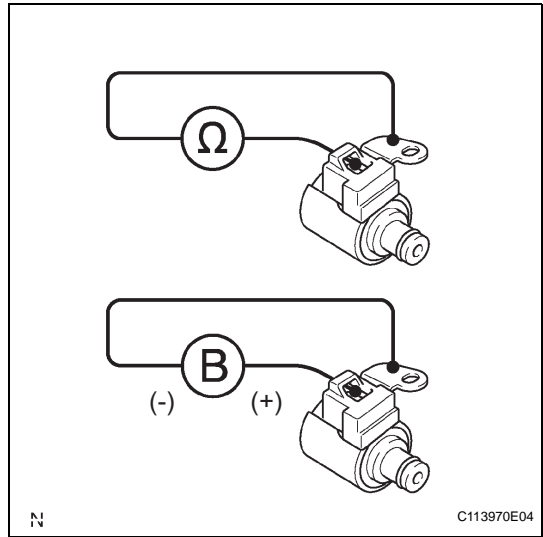
REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE ECM

3

INSPECT SHIFT SOLENOID VALVE DSL



- (a) Remove the shift solenoid valve DSL.
- (b) Measure the resistance between the solenoid valve terminal and solenoid valve body.  
**Standard resistance:**  
**11 to 13 Ω at 20°C (68°F)**
- (c) Connect the battery's positive (+) lead to the terminal of the solenoid valve connector, and the negative (-) lead to the solenoid body. Then check that the valve moves and makes an operating noise.

**OK:**  
**Valve moves and makes operating noise.**

NG

REPLACE SHIFT SOLENOID VALVE DSL

OK

REPAIR OR REPLACE TRANSMISSION WIRE